

DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR 2010

HEARINGS BEFORE A SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES ONE HUNDRED ELEVENTH CONGRESS FIRST SESSION

SUBCOMMITTEE ON HOMELAND SECURITY

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NOTE: Under Committee Rules, Mr. Obey, as Chairman of the Full Committee, and Mr. Lewis, as Ranking Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

STEPHANIE GUPTA, JEFF ASHFORD, SHALANDA YOUNG,
JIM HOLM, WILL PAINTER, and ADAM WILSON,
Staff Assistants

PART 4

DEPARTMENT OF HOMELAND SECURITY

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DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR 2010

THURSDAY, FEBRUARY 26, 2009.

DISASTER RESPONSE: IS FEMA UP TO THE CHALLENGE?

WITNESSES

DAVID GARRATT, ACTING DEPUTY ADMINISTRATOR, FEMA

EDWARD TONINI, ADJUTANT GENERAL, COMMONWEALTH OF KENTUCKY

Mr. PRICE. The Subcommittee will come to order. Good morning. Welcome to the first hearing of the Subcommittee on Homeland Security, House Committee on Appropriations for the 111th Congress. Our topic today is Disaster Response: Is FEMA Up to the Challenge? Today's hearing will probe FEMA's current level of preparedness for disaster response, assess its performance in recent disasters, and hopefully arrive at some of the ways that we can work to make FEMA even stronger as we go forward.

I want to welcome all of our Subcommittee members, new and old, and especially welcome back Congressman Hal Rogers as our Ranking Member. Hal, as everyone knows, was the founding Chairman of this Subcommittee, and led it with distinction for 4 years. And fortunately, he has earned his caucus's approval—I think that is the way to put it—to remain with us as Ranking Member.

Today our witnesses are Dave Garratt, FEMA's Acting Deputy Administrator, and Adjutant General Edward Tonini from the Commonwealth of Kentucky. I appreciate your participation in this hearing. I especially want to thank General Tonini for coming, given that Kentucky was recently hit by devastating ice storms. We asked several other States who had experienced a variety of disasters to participate in this hearing to give us a broad perspective on how FEMA is doing, but in a couple of key cases budget constraints at the local level prevented their attendance.

Is FEMA up to the challenge? It is unfortunate that we have to ask that question, given that FEMA was once an agency heralded by State and local emergency managers as a model of agility and responsiveness. In the 1990s, when disaster victims laid eyes on those blue jackets with "FEMA" on the back, that meant the cavalry had arrived. But Hurricane Katrina and the confusion created by multiple reorganizations, beginning when DHS was formed, left us with an agency whose pieces had to be put back together, and our purpose here this morning, to put it briefly, is to assess the progress that we are making as we bring FEMA back to full strength.

How are we to know when we succeeded in bringing the Agency to full strength? Last year I stressed over and over to the previous Administrator that FEMA was going to have to evaluate and measure its progress. We cannot wait until the next disaster to determine FEMA's capabilities. So, Mr. Garratt, I look forward to your highlighting what progress FEMA has made since Hurricane Katrina and how you are evaluating the Agency's ability to respond to current and future disasters. We are interested in the benchmarks, the kind of progress that you have made, and your honest opinion about where more progress needs to be made.

The Federal Government should be held to the same standard as our States. Through our various State and local programs, we ask them to justify and evaluate how Federal investments have made them more prepared to respond. So we expect FEMA should do the same when it comes to its congressional appropriations.

FEMA has been the recipient of healthy increases during the past 2 years. For example, FEMA's management budget has increased by 79 percent, from \$526 million in fiscal 2007 to \$943 million in fiscal 2009. And as I said last year, with that funding comes expectations. We expect a FEMA that can provide commodities and generators quickly after a disaster. We expect a FEMA that respects the States' lead role in disaster response, but that can step in when States are overwhelmed. We expect a FEMA that has established relationships with State officials prior to a disaster, and thereby can coordinate in the most seamless way possible when people's lives and property are on the line.

I want to stress that last point. Disaster response is a business that is driven by customer service and good, productive relationships. FEMA must know its partners prior to the disaster. We cannot afford to have the team meet on the field on game day. The Agency has to know the strengths and weaknesses of each State and anticipate where Federal assistance will be needed. So FEMA has to do what it can to rebuild those State and local relationships and empower its regional offices to make critical decisions.

In 2008, FEMA declared 75 major disasters, 17 emergencies, and 51 fire emergencies. Those disasters occurred in 39 States and 2 territories, with many having multiple declarations. There seems to be no signs of slowing down. The recent ice storms have resulted in major disaster declarations for the States of Kentucky, Arkansas, Missouri, Oklahoma, and Tennessee.

When responding to the recent disasters, FEMA not only had to ensure that generators were in place, but they also had to ensure that contaminated peanut butter was not in the food given to victims. That is one example of the unknowns the Agency must be nimble enough to react to.

So today we are looking to our witnesses to help us measure where FEMA is and to answer the essential question: Is the Agency up to the challenge of its mission? Also we are looking to our witnesses this morning to clear up any misconceptions that might be out there regarding FEMA's role, and to elaborate on the States' roles and responsibilities in disaster response. So we look forward to an interesting and healthy exchange.

In a moment we will begin with Mr. Garratt, followed by General Tonini. We ask that you summarize your written testimony, and it

will be entered in full into the record. And that will limit your oral statements to 5 or 6 minutes.

But before we turn to you, I want to turn to our Ranking Member Mr. Rogers for any statement he wishes to make.

[The information follows:]



COMMITTEE ON APPROPRIATIONS

David Price (D-NC), Chairman, Subcommittee on Homeland Security

FOR RELEASE UPON DELIVERY
Thursday, February 26, 2009

Media Contact: Phil Feagan
202-225-1784

OPENING STATEMENT OF CHAIRMAN DAVID PRICE

Disaster Response: Is FEMA Up to the Challenge?

February 26, 10 am

Welcome to the Subcommittee's first hearing of the 111th Congress, Disaster Response: Is FEMA up to the challenge? Today's hearing will probe FEMA's current level of preparedness for disaster response, assess its performance in recent disasters, and hopefully arrive at some of the ways that we can work to make FEMA even stronger as we go forward.

I want to welcome all of our new Subcommittee Members and especially welcome Hal Rogers back as our Ranking Member. I am pleased that Hal was able to earn his caucus's approval to remain with us.

Today our witnesses are Dave Garratt, FEMA Acting Deputy Administrator and Kentucky's Adjutant General Edward Tonini. I appreciate your participation in this hearing. I especially want to thank General Tonini for coming, given that Kentucky was recently hit by devastating ice storms. We asked several other states who have experienced a variety of disasters to participate in this hearing to give us a broad perspective on how FEMA is doing, but budget constraints at the local level prevented their attendance.

Is FEMA up to the challenge? It's unfortunate that we have to ask that question, given that FEMA was once an agency heralded by State and local emergency managers as a model of agility and responsiveness. In the 1990s, when disaster victims laid eyes on those blue jackets with FEMA on the back, that meant the cavalry had arrived. But Hurricane Katrina and the confusion created by multiple reorganizations beginning when DHS was formed left us with an agency whose pieces had to be put back together.

How are we to know when we have succeeded in bringing the agency back to full strength? Last year I stressed over and over to the previous Administrator that FEMA was going to have to

evaluate and measure its progress. We can't wait until the next disaster to determine FEMA's capabilities. Mr. Garratt, I look forward to your highlighting what progress FEMA has made since Hurricane Katrina and how you are evaluating the agency's ability to respond to current and future disasters. The Federal government should be held to the same standard as our States. Through our various state and local programs, we ask them to justify and evaluate how Federal investments have made them more prepared to respond. FEMA should be able to do the same when it comes to its Congressional appropriations.

FEMA has been the recipient of healthy increases during the past two years. For example, FEMA's management budget has increased by 79 percent--from \$526 million in fiscal year 2007 to \$943 million in fiscal year 2009. As I said last year, "with that funding, comes expectations":

- We expect a FEMA that can provide commodities and generators quickly after a disaster.
- We expect a FEMA that respects the State's lead role in disaster response, but steps in when States are overwhelmed.
- We expect a FEMA that has established relationships with State officials prior to a disaster, and can thereby coordinate in the most seamless way possible when people's lives and property are on the line.

I want to stress this last point. Disaster response is a business that is driven by customer service and good, productive relationships. FEMA must know its partners prior to the disaster. We can't afford to have the team meet on the field on game day. The agency has to know the strengths and weaknesses of each State and anticipate where Federal assistance will be needed. So FEMA has to do what it can to rebuild those State and local relationships and empower its Regional offices to make decisions.

In 2008, FEMA declared 75 major disasters, 17 emergencies, and 51 fire emergencies. Those disasters occurred in 39 States and 2 territories, with many having multiple declarations. There seem to be no signs of slowing down. The recent ice storms have resulted in major disaster declarations for the States of Kentucky, Arkansas, Missouri, Oklahoma, and Tennessee. When responding to the recent disasters, FEMA not only had to ensure that generators were in place and that the states were supported in their various recovery efforts, but they also had to ensure that contaminated peanut butter was not in food given to victims. That is one example of the unknowns the agency must be nimble enough to react to.

Today we are looking to our witnesses to help us measure where FEMA is and to answer the essential question: "Is the agency up to the challenge of its mission?" Also, we are looking to the panel to clear up misconceptions regarding FEMA's role and elaborate on States' roles in disaster response. We look forward to a healthy exchange.

In a moment, we will begin with Mr. Garratt followed by General Tonini. I ask that you summarize your written testimony, as it will be entered into the record. But first let me yield to Mr. Rogers for any statement that he would like to make.

###

Mr. ROGERS. Thank you, Mr. Chairman. And thank you for the nice words of “welcome back” onto the Subcommittee. I am thrilled about that. As you know, our caucus has a 6-year term limit on serving as Chairman or Ranking Member, but I was fortunate enough that they saw fit to give me a waiver so that I could continue to work on this Subcommittee. I could have chosen any number of other Ranking slots on the Committee, but this is the one I like, and it has sort of got into my pores. And as you have said, we started off this Subcommittee, and I have a longtime investment in its success.

And, I enjoy working with you, Mr. Chairman. You are carrying on the tradition, I think, that is necessary in homeland security, and that is to be nonpartisan, bipartisan, and see things through a clear eye. And I appreciate your cooperation with me.

I want to welcome our distinguished guests. It was a little over 3 years ago that FEMA was literally on life support. In the wake of Hurricane Katrina, words like broken, dysfunctional, mismanaged all were used to describe what is supposed to be our Nation’s preeminent preparedness and emergency management agency. But now FEMA is undergoing a major recapitalization. Congress has directed improvement through the Post-Katrina Emergency Reform Act. It also has given the Agency significant means by a way of an influx of robust appropriations. Now it is up to the men and women of FEMA, as well as the Agency’s new, yet presently unnamed, management to make resurrection a reality.

We are seeing hints of progress, even in the face of disasters as destructive as Hurricane Ike and as challenging as the recent winter storms that devastated parts of Arkansas, Missouri, Tennessee, and Kentucky; positive signs for sure, but also sobering reminders that our Nation is constantly under the threat of natural disasters as well as terrorism. And so that brings us to this hearing, which poses the question of whether FEMA is up to the challenge. A fair question perhaps, but one that may overlook what I have come to believe is the most important and fundamental problem confronting FEMA: a persistent lack of understanding of the roles and responsibilities of the Federal, State, and local officials when it comes to disaster response.

The country does not yet understand what the division of labor is between Federal, State, local, I do not believe. At a FEMA hearing last year, the former Administrator of FEMA, Chief Paulison, responded to a series of questions that I asked on this very subject by making the following three assertions, and I am quoting him: All response is local. It is the local responsibility to handle a disaster. And it all boils down to the local community managing a disaster, end of quote.

So as we discuss whether FEMA is up to the challenge, I think it is paramount that we also discuss whether States and localities have the essential minimum capabilities to carry out their preparedness responsibilities. The division of labor for disaster response is not new, and I am sure we are all aware of the Federal Government’s role in truly catastrophic disasters. But the post-Katrina delineation of roles and responsibilities for response were modernized 1 year ago in FEMA’s National Response Framework. This doctrine makes clear that while effective emergency manage-

ment is a shared responsibility across all levels of government, the function of actually responding to incidents, both natural and man-made, begins at the local level. And so today what we need to understand is how FEMA is meeting its share of the disaster response workload, as well as working with the States and localities to help them address the gaps in their response capabilities.

To help us answer these questions, we have before us an experienced, battle-hardened State emergency manager who is in the midst of recovery operations from this month's fierce winter ice storms in Kentucky in General Tonini, the Adjutant General of our Commonwealth. And I am especially thankful for the general giving us some of his valuable time and wisdom to answer these questions. And fortunately, the State had enough gasoline to fly him here. Most States refused because they did not have travel expenses. That is an amazing, amazing situation to be in. Nevertheless, we are here.

So, General, we sincerely appreciate your being here today. We look forward to hearing your candid comments on your work with FEMA, and especially in your last exposure to the disaster in Kentucky, which frankly is still ongoing.

And to Mr. Garratt, I can assure you, sir, that no one wants to see FEMA succeed more than the members of this Subcommittee. We are your partners in the efforts to support a more capable, more effective FEMA. We invest in your work, and therefore we want it to succeed. And we thank you for being here today. We look forward to your testimony.

Thank you, Mr. Chairman.

[The information follows:]

OPENING STATEMENT

CONGRESSMAN
Hal Rogers



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Opening Statement
Subcommittee on Homeland Security Appropriations

Disaster Response: Is FEMA up to the challenge?

Witnesses:

Dave Garrett, Acting Deputy Administrator, FEMA
Edward Tonini, Adjutant General, Commonwealth of Kentucky

10:00 AM | Thursday | February 26, 2009 | 2359

Thank you, Mr. Chairman, and welcome to our distinguished guests.

It was a little over three years ago that FEMA was literally on life support. In the wake of Hurricane Katrina, words like “broken”, “dysfunctional”, and “mismanaged” were used to describe what is *supposed* to be our Nation’s preeminent preparedness and emergency management agency.

But now, FEMA is undergoing a major recapitalization. Congress has directed improvement through the Post-Katrina Emergency Management Reform Act. It has also given the agency significant means by way of an influx of robust appropriations. Now, it is up to the men and women of FEMA, as well as the agency’s new, *yet presently unnamed*, management, to make resurrection a reality.

And, we are seeing hints of progress, even in the face of disasters as destructive as Hurricane Ike and as challenging as the recent winter storms that devastated parts of Arkansas, Missouri, Tennessee, and Kentucky. Positive signs, for sure, but also sobering reminders that our Nation is constantly under the threat of natural disasters as well as acts of terrorism.

This brings us to today’s hearing, which poses the question of whether “*FEMA is up to the challenge?*” A fair question, perhaps, but one that may overlook what I have come to believe is the most fundamental problem confronting FEMA: a persistent lack of understanding of the roles and responsibilities of the Federal, State, and local officials when it comes to disaster response.

At a FEMA hearing last year, the former Administrator of FEMA, Chief Paulison, responded to a series of questions I asked on this very subject by making the following three assertions:

- ⇒ “All response is local...”;
- ⇒ “...it is the local responsibility to handle [a] disaster...”; and
- ⇒ “...it all boils down to the local community managing [a] disaster.”

So, as we discuss whether FEMA is up to the challenge, I think it is paramount that we *also discuss* whether States and localities have the minimum essential capabilities to carry out *their* preparedness responsibilities.

The division of labor for disaster response is not new, and I’m sure we’re all aware of the Federal government’s role in *truly catastrophic* disasters. But, the post-Katrina delineation of roles and responsibilities for response were modernized *one year ago* in FEMA’s “National Response Framework”. This doctrine makes clear that while effective emergency management is a shared responsibility across all levels of government, the function of actually responding to incidents – both natural and manmade – begins at the local level.

And so, today, what we need to understand is how FEMA is meeting *its share* of the disaster response workload as well as working with the States to help them address the gaps in *their* response capabilities.

To help us answer these questions, we have before us an experienced, “battle-hardened” State emergency manager who is in the midst of recovery operations from this month’s fierce winter storms in General Tonini from the Commonwealth of Kentucky.

General, we sincerely appreciate you being here today and look forward to hearing your candid comments on your work with FEMA.

And to Mr. Garrett, I can assure you that no one wants to see FEMA succeed more than the Members of this Subcommittee. We are your partners in the effort to support a more capable, more effective FEMA. Thank you for being here and I look forward to your testimony.

Thank you, Mr. Chairman. I look forward to today's discussion.

###

Mr. PRICE. Thank you.

Mr. Garratt, please proceed.

Mr. GARRATT. Chairman Price, Ranking Member Rogers, distinguished members of this Subcommittee, in the interests of allowing as much time as possible for discussion and questions, I am satisfied to enter my statement into the record and defer to my colleague, General Tonini.

Mr. ROGERS. Mr. Chairman, that is the most brilliant opening statement I have ever heard.

Mr. PRICE. All right. We will simply anticipate your elaborating your thoughts in response to questions.

[The information follows:]

STATEMENT OF

DAVID GARRATT
ACTING DEPUTY ADMINISTRATOR
FEDERAL EMERGENCY MANAGEMENT AGENCY
DEPARTMENT OF HOMELAND SECURITY

BEFORE THE

SUBCOMMITTEE ON HOMELAND SECURITY
COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

“Disaster Response: Is FEMA Up To the Challenge?”

Thursday, February 26, 2009

“Disaster Response: Is FEMA Up To the Challenge?”

Good Morning Chairman Price, Ranking Member Rogers, and other distinguished members of the subcommittee. It is a privilege to appear before you today on behalf of the Department of Homeland Security (DHS) and the Federal Emergency Management Agency (FEMA). As always, we appreciate your interest in, and continued support of emergency management, specifically FEMA’s response and recovery efforts in the wake of disaster events.

Recognizing the compelling need to improve the Nation’s ability to respond to major disasters and, in particular, those of catastrophic magnitude, FEMA has worked diligently with our Federal, State and local partners and the voluntary agency community to establish stronger partnerships, a much higher level of preparedness, and improved levels of coordination. We have also reinforced the critical and enduring need for personal preparedness, to encourage individuals to adequately prepare themselves for disaster events, recognizing that better individual preparedness translates into better community preparedness and situational resilience. At the same time, we continue to work with our partners to develop a more sophisticated culture of preparedness across America.

Improved capability and performance does not just happen. It is the product of experienced leaders, necessary investments in resources, engaged and supportive partnerships at every level of government and with the private and non-profit sectors, and the dedicated efforts of thousands of emergency management professionals across the country. It is also the product of a very clear vision for and a commitment to making FEMA the Nation’s preeminent Emergency Management and Preparedness Agency. In support of that vision, this Agency will continue to focus on partnerships across Federal departments and agencies, with States and local communities, with non-governmental and volunteer agencies, with the private sector, and with individual citizens – all to ensure a more effective national response through cooperation and collaboration.

I’d like to discuss some of the progress we’ve made.

In 2007, FEMA released the National Response Framework, which provides a clear picture of the resources and assets available through the Federal government and clarifies the agencies and programs that are brought to bear in disaster response and their role in support of State and local officials. After the 2005 hurricane season, there were calls to reform FEMA, and FEMA responded, retooling our response capabilities, housing efforts, and logistics partnerships to ensure that we are better able to meet the emergency needs of individuals and communities affected by disasters.

FEMA has worked with vulnerable States to identify gaps, and areas where they will most need support, recognizing that one size does not fit all and any response will be tailored to an individual State’s needs. Additionally, we have developed teams that actively exercise and interface with States and local government in advance of disaster events and stand ready to be deployed to the disaster area, arriving on the ground within hours of the disaster being declared by the President. These teams provide real-time situational awareness and visibility on issues and a point of contact for State officials to communicate their need for resources to FEMA.

FEMA has significantly improved its ability to deliver assistance. Through alliances with logistics partners across the Federal family and with the private sector, we have clarified guidance to States on emergency life sustaining needs and strengthened our ability to better manage the logistics pipeline to insure needed supplies and resources arrive at a disaster site more quickly and efficiently.

On the disaster application front, FEMA, in collaboration with a number of Federal partners, simplified and unified the application process for disaster survivors; expanded our capability to register those in need of aid, to include providing mobile registration centers that can be on hand to help those without access to phones or computers, while also strengthening our ability to detect and limit fraud and abuse of the assistance programs. FEMA continues to work with Federal, State, and voluntary partners to build a robust system for evacuation, sheltering and housing, including our collaboration with the American Red Cross to implement the National Shelter System, and working with states on their evacuation planning efforts.. FEMA has also established a National Emergency Family Registry and Locator System and a National Emergency Child Locator Center, to help those displaced find their loved ones.

In every disaster event, we proactively engage and coordinate with the affected States and local jurisdictions and work hard to ensure that Federal assistance is delivered as quickly and as seamlessly as possible. As we move forward, we continue to work to fine tune our operational capabilities and incorporate feedback from all of our stakeholders to ensure that we have a strong working relationship with all States. These improvements can be seen in FEMA's response activities, acquisitions management, staffing, recovery activities, as well as our logistics management.

Response: Life Saving and Life Sustaining Measures

Immediately following the declaration of a major disaster or emergency that overwhelms communities and States, FEMA coordinates and provides the core Federal disaster response capability needed to save lives, reduce suffering, and protect property.

The responses to the many disasters we have faced over the past couple of years have provided us an opportunity to implement and evaluate many of FEMA's new/enhanced operational capabilities. Upgrades to our national and regional operations centers have increased our operational capability by providing seamless connectivity with other Federal departments and agencies and State governments. This has facilitated our abilities to develop situational awareness and a common operating picture, enabling immediate decision-making. The upgrades to the National Response Coordination Center (NRCC) at FEMA headquarters have given us new and improved abilities to coordinate and exchange information. For example, during disaster response operations:

- FEMA holds regular and ongoing video teleconferences (VTCs) to synchronize response efforts between Federal responders, States affected by and States supporting those affected by disasters, the Joint Field Offices (JFO), and the Regional Response Coordination Centers (RRCC).

- More than 30 organizations participate by video and often more than 50 participate by audio in daily, national VTCs. This includes substantial and direct involvement of DHS components and other interagency partners. For example, the U.S. Forest Service provided periodic fire weather reports during VTCs convened to respond to California wildfires. This was a first for FEMA and proved to be invaluable in supporting wildfire response efforts. Through improved coordination with our partners, facilitated by the NRCC, we have also done a better job leveraging existing capabilities and reaching faster consensus on important issues.

FEMA manages multiple disaster response teams and assets that can be rapidly deployed to support State and local response operations including Urban Search and Rescue (US&R), Mobile Emergency Response Support (MERS), Emergency Response Teams (ERT), and Incident Management Assistance Teams (IMAT). Our teams have demonstrated new and improved flexible and scalable response capabilities during the responses to multiple disasters in 2007 and 2008. For example, our teams have deployed to, and redeployed to, as necessary, States, incident scenes, and Joint Field Offices. In the response to Hurricane Gustav, nine US&R Task Forces were deployed to support Texas and Louisiana and eight Task Forces were deployed to support Georgia, Florida, Alabama, and Mississippi. For Hurricane Ike, nine Task Forces were deployed to Texas and six to Louisiana. The US&R Task Forces supported the States in critical search and rescue operations.

In accordance with the Post Katrina Emergency Management Reform Act (PKEMRA), FEMA has developed and deployed IMATs, our next generation rapidly deployable interagency national and regional emergency response “strike” teams that are the first Federal presence on scene, serving as liaisons to State and local officials, and providing situational awareness and needs assessments. Two National and four Regional IMATs are operational. The National and Regional IMATs were instrumental in providing on-scene situational awareness during the 2008 hurricane responses. All IMATs were deployed to support the responses in Texas and Louisiana. Critical on-scene command, control, and communications support was provided by IMATs for Houma, Louisiana government officials and the Mayor of Galveston, Texas during last year’s hurricanes. US&R Task Forces deployed for hurricane responses and supported Search and Rescue missions -- more than 3,000 rescues in both Louisiana and Texas. The National IMAT-East and Region IV IMAT recently supported the 2009 Inauguration activities.

FEMA has instituted operational planning as a core Agency competency. In 2007, 15 operational planners were hired at FEMA headquarters to provide capability to perform sophisticated operational analyses, analyze trends, and improve planning for response to ongoing and future events. We have hired additional staff to meet HSPD-8, Annex 1 requirements to develop interagency plans for prevention, protection, response and recovery activities related to the National Planning Scenarios and to augment capabilities in the FEMA Regions and Area Offices. With new staff, there is now greater depth and capability to prepare operational plans and conduct crisis action planning to lead and support a national all-hazard emergency management response

FEMA has also greatly improved its evacuation planning capabilities. We have completed a Mass Evacuation Incident Annex to the National Response Framework and a supporting supplement is under development. There has been greater coordination of medical evacuation and assessment of public health and medical community plans. FEMA is more successfully coordinating medical special needs evacuation planning with DoD, HHS, and the States, as evidenced by the large scale medical evacuations from Louisiana and Texas. Through this coordination with our partners, more than 600 pre-arranged ambulances were available to Louisiana for Hurricane Gustav and more than 300 ambulances were made available to support Texas for the Hurricane Ike response. Special DoD aircraft were also deployed to help evacuate critically ill patients.

We have provided support to the Gulf Coast regional evacuation planning effort, and in the future greater emphasis will be placed on regional evacuation planning for other parts of the country. For Hurricane Gustav, we implemented the Gulf Coast evacuation plan developed over the past two years in coordination with the State of Louisiana and evacuated more than 2 million people in 48 hours to multiple receiving States using multi-modal evacuation sources including air, train, and bus. Approximately 2,025 persons were evacuated from New Orleans to Memphis on three AMTRAK trains. Air evacuation for an additional 6,104 persons was accomplished on 56 flights from New Orleans to Ft. Smith, Arkansas; Knoxville and Nashville, Tennessee; and Louisville, Kentucky.

Another major area of improvement is in Mission Assignments. During response operations, FEMA uses the interagency "Mission Assignment" (MA) process to task and reimburse other Federal Departments and Agencies to provide essential disaster response assistance. Greater emphasis has been placed on the MA process to include development of Pre-Scripted Mission Assignments (PSMAs), a mechanism used to facilitate rapid response. In 2006, FEMA had a total of 44 PSMAs with 2 Federal agencies in place for support for Hurricane Season. Since then, FEMA has increased the number of PSMAs in place to 236 with 29 agencies. This support ranges from heavy-lift helicopters from DoD, to generators from the USACE, to Disaster Medical Assistance Teams from HHS, and Emergency Road Clearing Teams from the U.S. Forest Service.

Working with the States to identify the gap between State resources and needs, the 2008 GAP analysis began focusing on all hazards for all States. The Gap Analysis Program was developed using a consistent, national approach to determine asset gaps at the local, State, and National levels. The initial focus in 2007 was on eight areas: debris, interim housing, sheltering, evacuation, commodity distribution, medical, and communication, and fuel in 18 hurricane-prone States. GAP has now been expanded nationwide to address all-hazards. The All-Hazards Gap Analysis Template is now being applied in all 10 FEMA Regions.

Since the Gap Analysis Program pre-identified State resource shortfalls in each hurricane-prone State, the data and insights provided by the program were critical in enabling a more effective response to last year's hurricane responses on the Atlantic and Gulf Coasts. It saved valuable time in responding because FEMA already knew the States' needs.

Based on the National Planning Scenarios, catastrophic planning initiatives are being implemented in Louisiana, the New Madrid Seismic Zone, Florida, and California. In Louisiana, the substantial post-Hurricane Katrina planning culminated in one of the largest mass evacuations in history (New Orleans). In Florida in 2008, while preparing for and responding to Tropical Storm Fay and Hurricane Hanna, the State implemented and used the Lake Okeechobee Plan developed in preparation for and response to a Category 5 Hurricane (CAT5) in Miami. This plan was developed as part of FEMA's Catastrophic Planning Initiative.

- FEMA can now rapidly deploy telecommunications assets during disaster response to support communications operability and interoperability. We are upgrading outdated equipment and procuring tactical response vehicles and have also established Regional Emergency Communications Coordination (RECC) Work Groups in a majority of the Regions to facilitate communications planning and response capabilities. This was funded with appropriated FY 08 and FY 09 dollars. The funding was taken out of hide from the Disaster Operations Directorate budget and placed into the Disaster Emergency Communications (DEC) budget to fund the mentioned activity. We provided direct assistance to Gulf and East Coast States in developing State and regional communications plans for hurricane season. Our MERS assets continued to provide communications support to States/locals, as well as our response teams and other interagency response teams.

Disaster Staffing: Creating a Ready Workforce to Meet Disaster Needs

Recognizing that our disaster reservists are the backbone of our agency – routinely accounting for 70 to 90 percent of any disaster response and recovery effort, FEMA created the Disaster Reserve Workforce Directorate in 2008. This Directorate has primary responsibility for the development, deployment and support of a disaster workforce ready for the national, all-hazard response needs of FEMA program managers and regional leadership. This office is led by a long-time FEMA senior executive and staffed with senior managers with leadership experience in managing other successful reserve programs.

This Division is dedicated to developing and implementing initiatives which will dramatically contribute to the overall disaster response and recovery capability of FEMA. Current initiatives of the office include assisting in the standardization, credentialing and development of uniform guidelines and policy to govern the workforce. FEMA recognizes that its disaster workforce is dedicated and self-sacrificing in its response to the nation's call for help and it is incumbent upon the Agency to provide standardization of administration and formal training that will further prepare and motivate reservists, attract more dedicated individuals to service, and provide a force with consistent and standardized training and credentialing.

The number of disaster reservists in the Disaster Reserve Workforce continues to remain steady. There are currently 2,016 reservists deployed in support of disaster response and recovery throughout the United States. Of those not presently in the field, over fifty percent have recently returned from disaster operations. As a result of a new initiative implemented by FEMA

Regions and Headquarters, our daily number of available reservists for deployment is steadily increasing.

To achieve a ready workforce FEMA will continue to review policies and develop ways to make all components of our workforce more equitable as they serve side by side. Additionally, we have begun the effort to develop standardized training and credentialing which will transform our force into a competent, reliable, and nimble Disaster Reserve Workforce; a national asset ready to deploy as an all-hazard response and recovery team anytime, anywhere.

Acquisition Management: Leaning Forward to Make Better Business Decisions and Partnerships

Pre-Positioned/Pre-Competed Contracts

FEMA has implemented several pre-positioned contracts in response to the need for advance planning and preparation. FEMA currently has approximately 75 pre-positioned contracts in its inventory. For Gustav, FEMA activated its ground and air ambulance evacuation services contract with American Medical Response, Inc.; its rail evacuation services contract with AMTRAK; and its pre-positioned housing inspection services contract with PaRR Inspection Services.

Following Katrina, there was increased focus surrounding FEMA's Individual Assistance-Technical Assistance Contracts (IA-TAC). Recent reports have recognized that FEMA has overcome many of the challenges identified under IA-TAC I. There are currently five IA-TACs that were competed under IA-TAC II in 2006 to support the response to and recovery from disasters. The contractors are able to bring the breadth and depth of response and recovery services disaster victims may require from FEMA, to include: Mass Care/Sheltering support; site assessments; design and development of temporary Group Housing Sites; installation of temporary housing; and general Housing operations support. Task orders are now competed within the five contracts so that the requirements, as they arise, are awarded under fair opportunity procedures. Once the housing mission in response to Hurricanes Gustav and Ike are defined, the scope of any potential IA-TAC II task orders can be developed. The task orders will be for the immediate support needed to establish the housing mission. However, housing operations and long-term support, such as maintenance and deactivation of temporary housing units or group sites, will ultimately transition to local and small business contractors for execution.

Summary

The coordination of response and recovery actions in recent disasters has demonstrated an improved level of collaboration and cooperation between all partners – Federal, State, local, tribal, and voluntary organizations. FEMA begins monitoring an event early on, activates affected Regions and the National Response Coordination Center, hosts daily video teleconference calls with Federal and State interagency partners, reviews and works with States in the formulation of Governors' requests for major disaster declarations, alerts our national response teams, pre-stages resources and commodities, and deploys our housing task force; every effort FEMA makes is strategic, proactive and aimed at anticipating needs of the States and local governments before they arise.

Our efforts to work with our public and private partners to improve our capability and capacity to deliver disaster assistance continue. We remain determined to better posture our Nation to respond to the response and recovery challenges now and those of the future, no matter their scope or scale. And, while disasters always present unanticipated challenges and obstacles, we know we will be measured by how quickly and surely we resolve them. FEMA has come a long way, but is by no means either satisfied or complacent, and fully recognizes that we, along with our partners, must continually strive to address the challenges presented.

Thank you again for this opportunity. I am prepared to respond to your questions.

David Garratt

Acting Deputy Administrator



David Garratt is the Acting Deputy Administrator at FEMA. He came to FEMA in 1995 and has served as the Deputy Assistant Administrator for the Disaster Assistance Directorate since 2005.

As Deputy Assistant Administrator, he oversees programs within the Disaster Assistance Directorate including Individual Assistance, which provides financial grants, temporary housing, crisis counseling, and unemployment assistance for individuals and families; Public Assistance, which provides assistance to states, local communities and nonprofit groups to remove debris, support emergency protective measures, and restore and rebuild public systems and facilities; program responsibility for National Response Framework Emergency Support Functions 6 (Mass Care, Housing, and Human Services) and 14 (Long-Term Community Recovery); adjudicating all requests for Fire Management Assistance Grants and processing all gubernatorial requests for Presidential emergency and major disaster declarations.

In addition to his time as Deputy Assistant Administrator, Garratt also has served as Acting Director of Recovery; Acting Director of Preparedness; Director of Assessments and Exercises; and Chief of Capability Assurance. He has served in key positions supporting numerous Presidentially-declared disasters; established and directed the initial Homeland Security Coordination Center; and led the multi-agency coordination in developing and launching DisasterAssistance.gov, designed to improve and simplify access to information about disaster assistance by creating a central, online location for all forms of federal disaster aid.

Before joining FEMA, Garratt served in the U.S. Air Force where he managed programs and training associated with command and control.

Mr. PRICE. General Tonini.

General TONINI. Chairman Price, Ranking Members Rogers, members of the Subcommittee, on behalf of Governor Steve Beshear, I appreciate the opportunity to appear before you today to address disaster response and the recent ice storms in Kentucky.

As the Adjutant General of Kentucky, I lead more than 8,500 Army and Air National Guard members who serve the Commonwealth of Kentucky and this Nation. I also have the responsibility for management and oversight of the Kentucky Division of Emergency Management.

As you know, during the Kentucky ice storms, Governor Beshear made extensive use of the Kentucky National Guard to provide a spearhead for life-saving missions and to assist in the cleanup and relief efforts after an incredibly destructive ice storm. I am here to give you a brief overview of those operations, make some recommendations for the future, and to answer your questions. I have submitted in writing a more detailed summary for your review.

The winter storm that moved across the Commonwealth of Kentucky produced the most catastrophic natural disaster since the New Madrid earthquake that occurred in December 1811 to February 1812. The January storm persisted for more than 24 hours, first freezing rain, followed by snow, then more freezing rain and more snow. The unique blend of ice, snow, and strong winds produced scenes that were stunningly beautiful and massively destructive. Vehicles, homes, trees and power lines, everything exposed to the outdoors were thickly coated with more than an inch of ice, and in some cases as many as 3 inches.

The effect was immediate. The entire western half of Kentucky was effectively paralyzed. The weight of the ice on power lines collapsed steel utility towers carrying major transmission lines, and caused miles of wooden utility poles to snap like toothpicks under heavy pressure. Virtually every tree of any significant size lost multiple branches, and hundreds of thousands of them toppled onto trees and residential utility lines, blocking most roads. More than 769,000 Kentucky households were without power. That number represents 36 percent of all the electrical customers in the Commonwealth.

In much of the State we lost the means to communicate. In the hardest-hit areas of western Kentucky, all landlines, microwave, cellular, and emergency communications were out of service. In many cases the total extent of our emergency eyes and ears were a couple of satellite radios and a few ham operators operating on batteries. Without power, municipal water plants could no longer provide water to more than a quarter of a million customers. That included water for fire protection as well.

Primary and secondary roads were impassable; 102 of Kentucky's 120 counties and 87 cities declared states of emergency. That represents a land mass that stretches east to west 387 miles and more than 100 miles north to south. And because of the storm, at least 36 Kentuckians lost their lives, most from fighting the extreme cold weather, and through hypothermia, carbon monoxide asphyxiation from improper ventilation of makeshift home heating.

In contrast to hurricanes striking the coastal United States, this was a no-notice event, affecting a wide geographic area, and requir-

ing massively parallel response. Fortunately for us, just last March we rehearsed our plans in dealing with a catastrophic earthquake along the New Madrid fault in western Kentucky. It essentially, in military operational terms, served as a rehearsal of a battle on the ground we would fight on during the ice storm of 2009.

In keeping with our New Madrid Response Plan, Kentucky State Emergency Operations Center was immediately brought to full strength, with representatives of all State agencies. Simultaneously, 1,600 members of the Kentucky National Guard, the soldiers of our Rapid Response Force, were dispatched to the hardest-hit areas to begin assessing local authorities with rescue operations. This all was within the context of very, very limited communications from the field.

We knew it was bad. As it turns out, we had no idea how bad. In retrospect, our initial reaction was typical of any emergency response force, measured and somewhat tempered. Kentucky's Division of Emergency Management began an immediate dialogue with FEMA for delivery of food, water, and generators to Fort Campbell for distribution to two National Guard logistics support areas and regional points of distribution. Governor Beshear and I, along with other Cabinet secretaries and FEMA's FCO, flew to the area for a firsthand look at the magnitude of the problem and to meet with local officials from the region to assess their immediate needs.

Recognizing the situation required immediate action, on January 27th Governor Beshear declared a state of emergency, followed by the unprecedented activation of all available Kentucky National Guard units, along with selected portions of the Air National Guard. Within hours of initially notifying the White House, President Obama issued an emergency declaration, and contact with FEMA and Homeland Security occurred immediately, in the early morning hours just after the storm exited eastern Kentucky.

In a statement to the media, Governor Beshear set forth the guiding philosophy for everything that followed, that, quote, "the primary responsibility of government is the protection of its citizens. We are going to do whatever is necessary to fulfill that solemn obligation, regardless of the cost."

The Governor's orders placed an additional 3,000 National Guard soldiers and airmen into the effort to address the needs of the people of the Commonwealth. In all, 4,600 National Guard men and women were mobilized. This was the largest State call-up of Kentucky National Guard forces in the history of the Commonwealth. It represented the strongest possible effort to relieve human suffering and to ensure the safety and well-being of our citizens. It was absolutely the right thing to do.

After the rapid response force moved into the most affected areas and could provide situational awareness, in concert with emergency management officials, the Kentucky Joint Force Headquarters organized itself for life-saving and life-sustaining operations. Our most significant enemy was the cold. The temperature was hovering between zero and 20 degrees, with wind chill making the situation very dangerous. Without communications and without electricity, a huge portion of the Kentucky population was placed in imminent danger.

National Guard troops cleared routes for emergency response vehicles as well as to help utility crews gain access to damaged power transmission lines. They established shelters and points of distribution for supplies provided by FEMA, and used helicopters to conduct overflights to determine which roads were impassable and identify damaged power transmission lines for our utility companies.

Through emergency management assistance, through EMAC, National Guard personnel and equipment from Florida, Indiana, Tennessee, Ohio, Wisconsin, and Virginia flowed into Kentucky, bringing vehicles, engineer equipment, and satellite communications capability to assist us with this emergency. And in an expanded mission for the Kentucky National Guard, troops teamed with emergency management agencies, fire departments, rescue squads, and law enforcement to conduct wellness checks for all households in the affected counties, literally knocking on hundreds of thousands of homes.

In a parallel operation, Kentucky's Division of Emergency Management immediately set up regional EOCs with power and satellite communications, established or reestablished emergency communications, and provided direct support to AT&T, the primary cell phone service in the area, to get power back up to the cell towers. We created a Wal-Mart-style hub-and-spoke distribution in 72 hours to expedite the flow of emergency resources where they were needed most. During the disaster, more than 1.3 million meals and more than 2.1 million bottles of bottled water were distributed to those in need. And once communications were back up, Kentucky Emergency Management established a statewide situational awareness, with all 120 counties reporting twice a day every day for the duration of the emergency.

An immediate priority was placed on the restoration of electric power to water plants, communications facilities, shelters, and nursing homes. To meet this priority, a first ever Joint Power Operations Center was established. In 4 days' time, representatives of FEMA, the U.S. Corps of Engineers worked alongside Kentucky Emergency Management and the National Guard to prioritize and emplace more than 150 generators in order to energize critical infrastructures such as shelters, nursing homes, hospitals, and water plants. By using a dynamic combination of multiple Corps of Engineers teams, Corps contractor teams, and Kentucky-contracted electrical engineering teams, we were able to far exceed any emergency power generation effort in recent history.

We believe the Joint Power Operations Center concept will be used as an operational template in future disasters to greatly accelerate the vital restoration of life-saving emergency power. We also made EMAC requests for additional critical emergency management support from Tennessee, Indiana, North Carolina, Alabama, and Mississippi to our hardest-hit areas.

Lessons learned. When we look at any operations such as this, a heartland no-notice response, there are several key takeaways. While the full list is detailed in my written submission, please allow me to go over four with you.

Emergency life saving is absolutely the first priority. It is a situation where life sustaining is equal to life savings in terms of

power, heat, cooling, water, and food. Supporting that effort is a well established shelter management program. In Kentucky we did not have one.

We believe we must have an emergency response plan and an annual disaster exercise that is FEMA-funded. Our Kentucky National Guard-led New Madrid exercise was a Guard-initiated and Guard-executed concept. These types of exercises must be part of our Homeland Security federally funded program, and should not have to compete with or degrade the military resources intended to fund training for our units for military combat readiness.

We require much more realistic emergency response timelines on the part of FEMA and the Corps of Engineers geared to meet the needs at the local level. The prioritization and timing of the delivery of State and Federal resources must be streamlined and focused on life saving in these events where hours, not days, are the objective to save lives.

There needs to be created a mechanism to provide a more consistent, ready, and predictable source of Federal funding for the National Guard to respond under State command to federally declared disasters. Funding for these emergency response missions should not come from or degrade already limited resources of the National Guard to get ready for military combat. Something like a Defense Emergency Response Fund, perhaps administrated by the National Guard Bureau, might provide a model for such funding.

Presidential declarations of an emergency life-saving and/or major disaster declaration need to be fully resourced by the Federal Government. And the National Guard response should be under State command, with Federal funding provided under section 502(f) of Title 32. This is superior for several reasons. First, it provides our most valuable resource, our soldiers and airmen, with the same protection that they would have when mobilized overseas for overseas missions. They deserve the same protection when deployed stateside in a homeland security mission. Second, it preserves National Guard speed of response under State control as well as the National Guard's law enforcement capability when needed.

We reviewed the complete disaster operations with our FEMA and Corps of Engineer team members and jointly produced these recommendations. There is a need to shift from a recovery mindset typical in most disasters to an emergency response that is dynamic, flexible, resourced, coordinated, and focused on life-saving measures. Administrative issues must be set aside or tertiary to the immediate process. Our FEMA partners were central to our overall success, but we can improve the system by streamlining the request and response process.

As far as Corps of Engineers, life-saving support must be focused on delivery and effectiveness, not on efficiency. A well-honed process that is not critically time-sensitive has little value in life-and-death situations. As far as FEMA and the Corps of Engineers, local and State resources can be quickly contracted, such as generators and electrical engineers to install them. The contracting effort needs to be a critical part of the life-saving effort from the very beginning of the emergency operations. There is no way to predict the exact location or magnitude of the next no-notice event, but we must anticipate that there will be one.

Now I would like to leave you with just a couple of final thoughts. In Kentucky, the National Guard and the Division of Emergency Management fall under the Department of Military Affairs and the Adjutant General. This arrangement provided an ideal unity of command, and resulted in what I believe was a classic example of unity of effort.

Finally, if you will recall, I spoke of the wellness checks that were conducted by the Army and Air Guard personnel. Our soldiers and airmen walked mile after mile across the entire State, knocking on door after door to check on their fellow Kentuckians. It never has been done before, and it sounds like a major undertaking, and it was. This is one aspect of the operation that received quite a bit of attention from local, national and international media, and rightfully so.

It was during this process that Army and Air National Guard members were credited with saving at least eight lives. This included identifying and rendering aid to elderly couples overcome by carbon monoxide, as well as two other elderly couples who were relying on oxygen to survive and were about to run out.

In another act of unbridled service, two guardsmen and a local firefighter waded into chest-deep water of an icy stream to rescue four teenagers whose car had run off a slick road and submerged in the creek. It was 10 degrees, with a wind chill of minus 4. When found, the four teens were already coated with ice and suffering from hypothermia. They were wrapped in blankets and transported by ambulance to a hospital. The guardsmen, I am told, changed their clothes and immediately went back to work. That typifies the spirit of the National Guard and the people of Kentucky in this emergency. We consider it a significant victory, and I am very confident the people we serve would concur.

I am so grateful for the opportunity to appear before the Subcommittee today, and I certainly welcome your questions.

[The information follows:]

House Appropriations Committee
Subcommittee on Homeland Security Testimony
Maj Gen Ed Tonini – TAG Kentucky

STATEMENT BY
MAJOR GENERAL EDWARD W. TONINI
ADJUTANT GENERAL
COMMONWEALTH OF KENTUCKY

BEFORE THE
HOUSE APPROPRIATIONS COMMITTEE
SUBCOMMITTEE ON HOMELAND SECURITY

FIRST SESSION, 111TH CONGRESS

ON
DISASTER RESPONSE:
IS FEMA UP TO THE CHALLENGE?

FEBRUARY 26, 2009

House Appropriations Committee
Subcommittee on Homeland Security Testimony
Maj Gen Ed Tonini – TAG Kentucky

STATEMENT BY

MAJOR GENERAL EDWARD TONINI
ADJUTANT GENERAL
COMMONWEALTH OF KENTUCKY

The winter storm that moved across the Commonwealth of Kentucky on the 26, 27 January produced the most catastrophic natural disaster to strike Kentucky since the New Madrid Earthquake that occurred in December 1811 to February 1812.

The January storm persisted for more than 24 hours - first freezing rain, followed by snow, then more freezing rain, and more snow. The unique blend of ice, snow and strong winds produced scenes that were stunningly beautiful and massively destructive.

Vehicles, homes, trees and power lines – everything exposed to the outdoors -- were thickly coated with more than an inch of ice --- in some cases as much as three inches. The effect was immediate. The entire western half of Kentucky was effectively paralyzed.

The weight of the ice on power lines collapsed steel utility towers carrying major transmission lines, and caused miles of wooden utility poles to snap like toothpicks under heavy pressure.

Virtually every tree of any significant size lost multiple branches, and hundreds of thousands of them toppled onto homes and residential utility lines, blocking most roads

More than 769,000 Kentucky households were without power. That number represents 36% of all of the electrical customers in the Commonwealth.

In much of the state we lost the means to communicate. In the hardest hit areas of Western Kentucky all land lines, microwave, cellular and emergency communications were out of service. In many cases the total extent of our emergency eyes and ears were a couple of satellite radios and a few ham radio operators operating on batteries.

Without power, municipal water plants could no longer provide water to more than 250,000 customers – that included water for fire protection as well.

Primary and secondary roads were impassable.

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102 of Kentucky's 120 counties, and 87 cities declared states of emergency. That represents a land mass that stretches 387 miles from west to east and more than 100 miles from North to South.

And because of the storm, 36 Kentuckians lost their lives – most while fighting the extreme cold weather, or through hypothermia, and carbon monoxide asphyxiation from improper ventilation of makeshift home heating.

RESPONSE

In contrast to a hurricane striking the coastal US, this was a no-notice event affecting a wide geographic area and requiring massively parallel response.

Fortunately for us, just last March we rehearsed our plans for dealing with a catastrophic earthquake along the New Madrid Fault in West Kentucky – It essentially, in military operational terms, served as a rehearsal of the "battle" on the ground we would fight on, during the Ice Storm of 2009.

In keeping with our New Madrid Response Ops Plan, Kentucky's State Emergency Operations Center was immediately brought to full strength with representatives from all state agencies, under the direction of Brig Gen John Heltzel. John had authored the original ops plan and designed the March seismic exercise in a Kentucky National Guard military capacity, prior to his subsequent employment as the Kentucky Director of Emergency Management as a state employee.

Simultaneously, 1,600 members of the Kentucky National Guard - the soldiers of our Rapid Response Force - were dispatched to the hardest-hit areas to begin assisting local authorities with rescue operations. This all was within the context of very limited communication from the field. We knew it was bad – as it turns out we had no idea just how bad. In retrospect our initial reaction was typical for any emergency response force – measured and somewhat tempered.

Kentucky's Division of Emergency Management began an immediate dialogue with FEMA for the delivery of food, water and generators to Ft. Campbell for distribution to two National Guard-run logistics support areas and regional points of distribution.

Governor Steve Beshear and I, along with the Chief of Staff of the Cabinet, the Secretary of Transportation and FEMA's Federal Coordinating Officer (FCO) flew to the area for a first-hand look at the magnitude of the problem and to meet with local officials from around the region to assess immediate needs.

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Recognizing that the situation required immediate action, on January 27th, Governor Beshear declared a state of emergency, followed by the unprecedented activation of all available Kentucky Army National Guard units, along with selected portions of the Kentucky Air National Guard.

Within hours of initially notifying the White House of the emergency in Kentucky and our request for federal assistance, President Obama issued an emergency declaration and contact with FEMA and Homeland Security occurred immediately in the early morning hours just after the storm left eastern Kentucky.

In a statement to the media, Governor Beshear set forth the guiding philosophy for everything that followed ----- that "the primary responsibility of Government is the protection of its citizens – we are going to do whatever is necessary to fulfill that solemn obligation – regardless of the costs."

The Governor's order placed an additional 3,000 National Guard Soldiers and Airmen into the effort to address the needs of the people of the Commonwealth during this winter storm – in all, 4,600 National Guard men and women were mobilized.

This was the largest state call up of Kentucky National Guard forces in the history of the Commonwealth. It represented the strongest possible effort to relieve human suffering and ensure the safety and well-being of our citizens. It was absolutely the right thing to do.

Our state Cabinet partners were immediately involved in the storm response. Kentucky State Police began an active role throughout the impacted area ensuring property was secure and traffic issues were effectively dealt with.

The Transportation Cabinet began a non-stop road clearing operation that paved the way for the distribution of critical supplies and emergency services vehicles. During the course of the emergency the Central Office vehicles logged over 19,000 miles in mission support.

JOINT TASK FORCE KENTUCKY (JTF-KY)

After the rapid response force moved into the most affected area and could provide situation awareness, in concert with Emergency Management officials, the Kentucky Joint Force Headquarters organized itself for a massive life-saving and life-sustaining operation. The Kentucky Joint Task Force - commanded by Brig. Gen. Lonnie Culver, who had served as deputy commander of a similar task force in Mississippi during Hurricane Katrina

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recovery efforts - was arrayed geographically to coordinate the combined Army and Air National Guard effort. He established command and control in five subordinate task forces across the Commonwealth.

Our most significant enemy was the cold. The temperature was hovering between zero and 20 degrees with wind chill making the situation extremely dangerous. Without communication and without electricity a huge portion of the Kentucky population was placed in imminent danger.

National Guard troops cleared routes for emergency response vehicles as well as to help utility crews gain access to damaged power transmission lines.

They established shelters and points of distribution for supplies provided by FEMA and, when the weather permitted, used helicopters to conduct over-flights to determine which roads were impassable and identified damaged power transmission lines.

Through the Emergency Management Assistance Compact (EMAC), National Guard personnel and equipment from Florida, Indiana, Tennessee, Ohio, Wisconsin and West Virginia flowed into Kentucky, bringing vehicles, engineer equipment and satellite communications capabilities to assist us with the emergency. We could not have done it without them.

And in an expanded mission for the Kentucky National Guard, troops teamed up with local emergency management agencies, fire departments, rescue squads, law enforcement agencies and volunteers to conduct "wellness checks" for all households in all affected counties, literally knocking on hundreds of thousands of doors.

In a parallel operation, Kentucky's Division of Emergency Management immediately:

- Set up regional EOC's with power and satellite communications.
- Established or re-established emergency communications and provided direct support to AT&T – the primary cell phone service in the area – to get power back up at cell towers.
- Created a "Wal-Mart-style" hub-and-spoke distribution chain in 72 hours to expedite the flow of emergency resources to where they were needed most. During the disaster more than 1.3 million meals and more than 2.1 million bottles of water were distributed to those in need.

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The recall of possibly contaminated FEMA meals caused by the peanut butter recall amplified the need for states to maintain maximum contracting flexibility. The entire “black swan” event was handled with an abundance of caution to provide maximum protections for our affected people. Had we not been able to locally contract replacement meals, our sheltered and stranded citizens would have experienced unacceptable periods without food.

- Once communications were back up, Kentucky Emergency Management established a statewide situational awareness with all 120 county Judge Executives and County Emergency Managers reporting twice a day, every day for the duration of the emergency.

JOINT EFFORT

An immediate priority was placed on the restoration of electric power to water plants, communications facilities, shelters and nursing homes.

To meet this priority, a first ever “Joint Power Operations Center” was established. In just four days time, representatives of FEMA and the US Army Corps of Engineers worked alongside Kentucky Emergency Management and National Guard personnel to prioritize and emplace more than 150 generators in order to energize critical infrastructures such as shelters, nursing homes, hospitals and water plants. By utilizing a dynamic combination of multiple Corps of Engineer teams, Corp’s contractor teams and Kentucky-contracted electrical engineer teams, we were able to far exceed any emergency power generation effort in recent history. We believe the “Joint Power Operations Center” concept can be used as an operational template in future disasters to greatly accelerate the vital restoration of live saving emergency power.

Through this interagency process, we were able to shift National Guard resources and manpower “on the fly” to reinforce the most affected areas.

We made EMAC requests for additional critical emergency management support from Tennessee to assist our efforts in Region #1 – one of our hardest hit areas. Also Indiana provided additional staffing for our state EOC. Several other states including North Carolina, Alabama and Mississippi sent health care professionals who worked with the Department for Public Health, forming 12 strike teams with over 150 members to conduct shelter and special needs assessments.

As systems came back on line the Department for Environmental Protection assumed the mission of checking water systems that failed during the storm and clearing debris collection sites to ensure that the storm aftermath didn’t create an environmental issue.

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Our effort to provide the Kentucky Congressional delegation with twice daily Situation Reports was extremely well received. In addition to full state reports we detailed the situation to our members of congress by congressional district.

LESSONS LEARNED

When looking at any operation such as this - a "Heartland No-Notice Response" - there are several key takeaways:

1. "Emergency Lifesaving" is absolutely the first priority. It's a situation where life sustaining is equal to life saving in terms of power, heat, cooling, water and food. Supporting that effort is a well established shelter management program – we didn't have one.
2. We believe we MUST have an emergency response plan and annual disaster exercise that is FEMA-funded! Our Kentucky National Guard-led New Madrid exercise was a Guard initiated and Guard executed concept. These types of exercises must be part of our Homeland Security federally funded program and should not have to compete with or degrade the military resources intended to fund training of our units for military combat readiness.
3. We need to have a response package that is ready to go NOW complete with satellite communications and generators! In disasters like this the marching order needs to be "Over-source the response, then right-size it later."
4. We require much more realistic emergency response timelines on the part of FEMA and USACE geared to meet the needs at the local level. The prioritization and timing of the delivery of state and federal resources must be streamlined and focused on lifesaving in these events, where hours not days are the objective to save lives.
5. We believe there needs to be sufficient mobility to support the National Guard in its rapid response mission as the nation's community-based defense force.
 - Due to the current Table of Organization and Equipment for the Kentucky National Guard, EMAC execution was necessary to alleviate shortfalls in much needed HUMVEES to provide the mobility our soldiers and airmen needed to reach their fellow Kentuckians. In all, 180 HUMVEEs were provided to Kentucky by Ohio, Tennessee and Indiana. The support was outstanding from

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our surrounding states, but the additional time to reach operational capability was problematic. Consideration need to be given to the redistribution of the soft (non-combat) HUMVEES in the DOD inventory. In a massive response we predict the need for a vehicle-to-soldier ratio around 1 to 4.

6. There needs to be created a mechanism to provide a more consistent, ready and predictable source of federal funding for the National Guard to respond under State command to federally declared disasters. Funding for these emergency response missions should not come from or degrade the already limited resources the National Guard gets to conduct training for military combat readiness. Something like the Defense Emergency Response Fund, perhaps administered by the National Guard Bureau, might provide a model for future such funding.

Presidential declarations of an emergency life-saving and / or major disaster declaration need to be fully resourced by the federal government and the National Guard respond should be under State command with federal funding as provided under Section 502 (f) of Title 32. This is superior for several reasons. First, it provides our most valuable resource, our Soldiers and Airmen, with the same protection they have when mobilized for overseas missions. They deserve the same protection when deployed stateside in a homeland security mission. Second, it preserves National Guard speed of response under State control as well as the National Guard's law enforcement capability, when needed.

7. In Kentucky, the National Guard and the Division of Emergency Management fall under the Department of Military Affairs and the Adjutant General. This arrangement provided for an ideal unity of command and resulted in what I believe was a classic example of unity of effort.

AFTER ACTION REVIEWS

We reviewed the complete disaster operations with our FEMA and USACE Team Members and jointly produced these recommendations:

FEMA: There is a need to shift from a recovery mindset typical in most disasters to an emergency response capability that is dynamic, flexible, resourced, coordinated and focused on lifesaving measures. Administrative issues must be set aside or tertiary to the immediate process. Our FEMA partners were central to our overall success, but we can improve the system by streamlining the request and response process.

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USACE: Lifesaving support must be focused on delivery and effectiveness. – NOT efficiency. A well-honed process that is not critically time-sensitive has little value in life and death situations.

FEMA & USACE: Local and state resources that can be quickly contracted, such as generators and electrical engineers to install them. The contracting effort needs to be a critical part of the lifesaving effort from the very start of emergency operations. There is no way to predict the exact location or magnitude of the next no notice event. But we must anticipate that there will be one.

FINAL THOUGHTS

We feared the elements were in place for the “perfect storm” for another Katrina-like national disaster. We were in the first two weeks of a new administration in Washington, with all of the uncertainty of change at the top of policy makers in multiple agencies. Our persistent enemy - the cold - continued to be unpredictable and deadly.

We were, however, very fortunate to have an exceptional Federal Coordinating officer, Kim Kadisch who guided the Federal response path with great skill. In addition, Acting FEMA Administrator Nancy Ward paid an early visit to the Kentucky EOC and the stricken areas, deftly utilizing her management skills to jump start those areas of Federal support which were temporarily stalled in administrative processes. The personal intercession of Secretary Janet Napolitano, just days into her new position, with participation in several critical conference calls and a visit to the area clearly demonstrated her command and control of the situation. All of these factors on top of the decisive leadership of Governor Beshear insured the successful resolution of this disaster.

Mother Nature really sealed the deal, by bringing unusually temperate weather to the region, serving as a major force multiplier. The weather alone turned an extremely time sensitive life-saving operation into a true recovery operation.

Finally, if you will recall, I spoke of the “Wellness Checks” that were conducted by Army and Air Guard personnel.

Our Soldiers and Airmen walked mile after mile across the entire state, knocking on door after door to check on their fellow Kentuckians.

It’s never been done before, and it sounds like a major undertaking.

It was.

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This is one aspect of the operation that received quite a bit of attention from the local, national and international news media – and rightfully so.

- It was during this process that Army and Air National Guard members were credited with saving at least eight lives. This included identifying and rendering aid to two elderly people in Breckenridge County who had been overcome by carbon monoxide, as well as two elderly Lincoln County residents who were relying on oxygen to survive and about to run out.
- In another act of “unbridled service,” Two Guardsmen and a local firefighter waded into the chest-deep water of an icy stream to rescue four teenagers whose car had run off a slick road and submerged in a creek. It was 10 degrees out there, with a wind chill of minus four. When found, the four teens were already coated with ice and suffering from hypothermia – they were wrapped in blankets and transported by ambulance to a hospital to get warmed up. The Guardsmen, I’m told, changed clothes, and immediately went back to work.
- That typifies the spirit of the National Guard and the people of Kentucky in this emergency. We consider it a significant victory and I’m confident the people we serve would concur.



Biography

National Guard Bureau

General Officer Management Office, Arlington, VA

MAJOR GENERAL (KY) EDWARD W. TONINI



The Adjutant General, Kentucky National Guard

Major General Edward W. Tonini was appointed the 52nd Adjutant General of the Commonwealth of Kentucky by Governor Steven L. Beshear on December 11, 2007. As the Adjutant General, he serves as the Commanding General of both the Kentucky Army and Air National Guard and as Executive Director of the Department of Military Affairs where he guides the preparation of the 8,400 Citizen Soldiers and Airmen, along with the Division of Emergency Management, to respond in times of state and national emergency. General Tonini is responsible for Federal and State missions, assignment of leaders, recruiting, training, equipping, mobilization, facilities, and public relations. He also oversees the development and coordination of all policies, plans, and

programs affecting Army and Air National Guard members in the Commonwealth of Kentucky. General Tonini serves on the Governor's cabinet and is the principle advisor to the Governor on military matters.

General Tonini received a direct commission in 1970 in the Kentucky Air National Guard. Prior to receiving his commission, General Tonini served as an enlisted member of the 123rd Tactical Reconnaissance Wing of the Kentucky Air National Guard.

EDUCATION:

1973 Bellarmine University, Bachelor of Arts, History, Louisville, Kentucky
 1988 Air War College, by correspondence
 2000 United States Air Force Wing Commander's Course, Maxwell Air Force Base, Alabama

ASSIGNMENTS:

1. September 1970 - January 1972, Group Information Officer, 165th Tactical Reconnaissance Group, Shewmaker Air National Guard Base, Louisville, Kentucky
2. January 1972 - September 1972, Base Fuels Management Officer, 123rd Supply Squadron, Shewmaker Air National Guard Base, Louisville, Kentucky
3. October 1972 - December 1974, Information Officer, Headquarters Kentucky Air National Guard, Frankfort, Kentucky
4. December 1974 - September 1979, Wing Information Officer, 123rd Tactical Reconnaissance Wing, Standiford Field, Louisville, Kentucky
5. October 1979 - August 1983, Chief, Public Affairs Office, Headquarters 123rd Tactical Reconnaissance Wing, Standiford Field, Louisville, Kentucky
6. August 1983 - April 1996, Chief, Public Affairs Office, Headquarters, Kentucky Air National Guard, Frankfort, Kentucky
7. April 1996 - November 2003, Chief of Staff, Headquarters, Kentucky Air National Guard, Frankfort, Kentucky
8. November 2001 - November 2003, Director, Your Guardians of Freedom, Headquarters United States Air Force, The Pentagon, Washington, District of Columbia
9. December 2003 - December 2007, Retired Reserve, Headquarter, Air Reserve Personnel Center, Denver, Colorado
10. December 2007 - Present, The Adjutant General, Kentucky, Frankfort, Kentucky

MAJOR AWARDS AND DECORATIONS:

Air Force Distinguished Service Medal
 The Legion of Merit
 Meritorious Service Medal (with 1 Bronze Oak Leaf Cluster)
 Air Force Commendation Medal
 Air Force Achievement Medal (with 1 Bronze Oak Leaf Cluster)
 Air Force Outstanding Unit Award (with 4 Bronze Oak Leaf Clusters)
 Air Force Organizational Excellence Award (with 4 Bronze Oak Leaf Clusters)
 Air Force Reserve Meritorious Service Medal
 Air Force Recognition Ribbon
 National Defense Service Medal (with 2 Bronze Stars)
 Armed Forces Expeditionary Medal
 Global War on Terrorism Service Medal
 Humanitarian Service Medal
 Military Outstanding Volunteer Service Medal
 Air Force Longevity Service Award Ribbon (with 1 Silver and 2 Bronze Oak Leaf

Clusters)

Armed Forces Reserve Medal (with "M" Device and Gold Hourglass)
 Air Force Training Ribbon
 Kentucky Distinguished Service Medal (with 1 Bronze Oak Leaf Cluster)
 Kentucky Merit Ribbon
 Kentucky Service Ribbon (with 2 Silver Oak Leaf Clusters)

PROFESSIONAL MEMBERSHIPS & AFFILIATIONS:

Air Force Association
 Air Force Public Affairs Alumni Association
 Bellarmine University, Alumni Board of Directors
 Board of Trustees, Humana Hospital - Audubon
 Kentucky National Guard Historical Foundation
 Leadership Louisville Alumni Association
 National Guard Association of the United States (Lifetime Member)
 National Guard Association of Kentucky (Lifetime Member)
 United States Service Academy Selection Board (3rd Congressional District - Kentucky)

OTHER ACHIEVEMENTS:

1993 Developed Regional Media Pool concept, "Guardians of Hope"
 1994 Organized Media Operations for Operation Provide Promise - Bosnia
 1995 Organized Media Operations for Operation Joint Guard - Bosnia
 - Directed "Saving Sarajevo" documentary
 1997 Coordinated the United States Air Force 50th Anniversary Event, Thunder Over Louisville
 - Named Hoyt Vandenberg Award recipient
 - Received Patrick Henry Award for Patriotism
 - Received Certificate of Special Congressional Recognition
 2000 Gallery of Distinguished Graduates, Bellarmine University
 2001 Director, Air National Guard Senior Leader Development Seminar, Washington, District of Columbia
 2001 Recipient of the Air Force Association Medal of Merit

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant 1 September 1970
 First Lieutenant 1 September 1973
 Captain 18 October 1975
 Major 7 December 1980
 Lieutenant Colonel 12 January 1986
 Colonel 13 June 1992
 Brigadier General 13 December 2001
 Major General

Mr. PRICE. Thank you, General. Thank you for that comprehensive account, and also showing us some of the human side of this disaster and the work that you did. We commend you for that work, you and your colleagues.

General TONINI. Thank you, sir.

EMERGENCY DECLARATIONS

Mr. PRICE. It seems to me that a couple of themes run through your testimony and also Mr. Garratt's written testimony. One you referred to quite explicitly, and that was the need for realistic timelines in terms of emergency declarations, disaster declarations, and getting the kind of support out into the community that needs to be there. Then you referred several times to the particular challenges of a no-notice event.

We have put a lot of emphasis in this Subcommittee, and, of course, FEMA has put a lot of emphasis, on preparing for predictable events, especially in hurricane areas, for example, the kind of improvements that we have strived for in preparedness and prestaging and so forth. This, of course, is a different kind of event with no warning whatsoever, pretty much unprecedented event, as I understand it, in its severity.

So I would like to ask both of you, maybe starting with you, Mr. Garratt, to comment on those two aspects. First of all, maybe you could very quickly remind us of how these emergency declarations work; which do have some limitations in terms of the kind of assistance rendered, or at least the dollar amounts, and then the major disaster declarations, which follow some days later. Is that system for declaring emergencies and major disasters working as smoothly and in as timely a fashion as it should? And, of course, General, we would be interested in your observations on that as well since what you say about realistic timelines suggests you might have some thoughts about that.

Mr. GARRATT. I am happy to address that, Chairman. The President has, under the Stafford Act, the ability to make either an emergency declaration or major disaster declaration. An emergency declaration is different from a major disaster declaration in that it can be declared pre-event as well as postevent. And it also has limitations on the types of support that can be provided under an emergency declaration. What can be provided under an emergency is direct Federal assistance, certain types of assistance under public assistance, emergency protective measures, debris removal, reimbursement, as well as we can provide temporary housing under an emergency declaration. It is designed to bring emergency services types of support to a State, jurisdictions that have been affected by an incident, or again are preparing for a potential incident.

The major disaster allows the full range of potential forms of support to be provided. Generally when we have a disaster, we do what we call preliminary damage assessments in advance of that. These are joint assessments that we do with representatives of the State. We will visit each jurisdiction, we will assess, catalogue the types and extent of damage, and then that information will inform what decisions or recommendations on what types of assistance should be authorized for a State.

When a State that faces a no-notice event comes in and requests a major disaster declaration before we have had a chance to do preliminary damage assessments, we—recognizing that in the past we have not moved fast enough or have been able to move fast enough to make a declaration—try to allow ourselves time to go out and validate through those preliminary damage assessments the amount of damage and inform our recommendation. We developed a policy a couple of years ago that now allows us, whenever a major disaster declaration comes in which includes a request for direct Federal assistance, and that is we need the Federal Government to provide actual material resources and assets that we are not able to provide ourselves to help us respond to this emergency, we will pull out that direct Federal assistance request portion of that major disaster, and we will forward that on by itself. The procedure allows us to make a recommendation for an emergency declaration that allows the provision of direct Federal assistance, and that can happen and does happen very quickly. That gives the Federal Government the opportunity to begin applying those material resources that are needed by a State, and that includes commodities, that includes generators, that includes teams; provide those material resources to a State to help them deal with that emergency phase of this while we continue to conduct our PDAs over time to inform whether the recommendation will be made on the reimbursable forms of assistance.

In a nutshell, that is how the two systems are set up and how we have made a policy adjustment to allow us to expedite the delivery of direct Federal assistance at the front end of this and do that more quickly.

Mr. PRICE. General.

General TONINI. My reference is to the immediacy of the needs in a no-notice situation like this. Let me start out by saying that I went to the hurricane conference earlier last week, and I was very much impressed with FEMA's stance in terms of looking down the road, seeing something coming, prepositioning resources, prepositioning people, and being ready to respond on an immediate basis when you can see it coming. And when you cannot see it coming, I am not sure that the process works as well as it should.

And I think that we can easily hone into. Mr. Garratt and I both are aware of the fact that some of the processes were cumbersome, some of the processes were arduously slow, not so much in terms of a recovery operation, but in terms of a life-saving operation, specifically in the area of power generation. There was a serious lack of communication. There were processes that we needed to basically throw out the window and just get it done. And actually Secretary Napolitano got directly involved in some of the process, and eventually the marching order was just get it done, and that represented the key element that was that we cut through some of the red tape, if you will, that is typically in place in these kinds of disasters.

Our biggest, most valuable resource was ourselves, and that was being able to contract some of these services that we needed to get done locally and just get it done. If we would have done that from the very beginning, we would have been a lot better off. But in a life-saving situation, you basically need to throw out the book and

just get it done. And frankly, Secretary Napolitano really went a long way in just basically saying get it done.

Mr. PRICE. Mr. Rogers.

GENERATORS

Mr. ROGERS. Well, thank you for the testimony. And, General and Mr. Garratt, thank you for responding to this almost unprecedented emergency in my State. FEMA and the State response and local response have generally gotten glowing tributes. It seemed to work well. And I had met with the Governor at some length during the tail end of the crisis, and he was complimenting you, General, and, of course, FEMA for the response.

This was really a perfect storm. It immediately shut down electrical power. And the big transmission lines were even taken down. But it also took out the communications capability of communities. No one knew what was going on. The Governor told me that there was no communication with many of the counties throughout the State. No one knew whether a hospital was without power or a nursing home was without power, or who was isolated or suffering one way or the other except, as you say, General, for a few HAM operators here and there who really saved the day.

But one interesting aspect I wanted to ask you about. One of the immediate problems that you encountered were hospitals, nursing homes without power and no generators, which was an immediate catastrophic capability. How did you come by the generators? That might give us a good example of how mechanically FEMA and States and locals worked together.

General TONINI. Sir, there was a package, a prepositioned package, of generators that FEMA has that flowed from Maryland, was it?

Mr. GARRATT. Cumberland.

General TONINI. Cumberland, Maryland, that contained generators of all sizes. There was some lacking of clarity, fidelity, if you will, of information as to what sizes of generators and trying to figure out our needs and getting the two together, and we decided to stage those at Fort Campbell. And we did that. And the problem was that from the very beginning, the fidelity on the transportation of the generators.

And then we thought that the generators could immediately flow to the affected areas, but what we found out is that they first had to be staged. And the word "staged," I am not sure exactly what that meant. It took time, whatever it was. And then the process, the formalized process that we have required teams to go out to assess the needs without the generators flowing. And then they would call back and flow the generators from the staging area at Fort Campbell—

Mr. ROGERS. Generally it does not take any brilliant mind to know whether or not a hospital needs a generator.

General TONINI. Absolutely, sir. Now, we would all like to think that all hospitals and all nursing homes have emergency power. The fact is we learned that they do not. We would also like to think that all water companies would have some sort of emergency power. They do not.

Mr. ROGERS. How long did it take you to get the generators to these places where they were needed?

General TONINI. Sir, in some cases it was as many as 3 and 4 days, which, again, we considered life saving. And we considered it much too long.

Mr. ROGERS. Did we lose any lives in that period of time because of lack of power?

General TONINI. I think that unquestionably we did. I am not so sure we did in nursing homes or in hospitals, but the folks that passed away from hypothermia probably can be directly attributed to the fact that we did not have power. But that could be in homes. I am not sure that we can attribute that to the lack of generators being in place. In many cases we had people that refused to leave their homes because of pets or a multitude of reasons. So they were making do in their own homes and in some cases were using heating sources that were not properly ventilated, and then they died from carbon monoxide.

Mr. ROGERS. What else did you need from FEMA or anyone that you did not have at your own disposal in the State?

General TONINI. Generators. The big generators were the bottom line.

Mr. ROGERS. Besides that.

General TONINI. When the enemy is the cold, the generation of a source of heat is really the bottom line in terms of needs. Obviously, we had needs for food, and we began that flowing immediately. That was an immediate need as well. And we were able, once again, to go in some cases to do local resourcing in order to expedite the flow. And then, of course, the peanut butter scare came, and that caused another disconnect, interruption in the FEMA flow of food that we were able to accommodate ourselves.

But the real speed, the Federal Government is famous, and the military is also famous, for doing things based on a process. My whole point is that you got to throw that process out the window when people's lives are at stake. You just got to get it done.

And I will tell you, the FEMA people that were in place, the Corps of Engineers people who were in place, they all basically came to that conclusion collectively together, and we did get it done. And, sir, I think that it was a success story. And I have little but praise for the team that we put together that actually got the job done. And thank God the weather broke after 7 or 8 days, and we had unseasonably warm weather, and that was a huge force multiplier. But the reality was that we just did not have the same sense of urgency because of process, and that is really my story as far as FEMA and the Corps are concerned.

STATE AND LOCAL RESPONSIBILITY

Mr. ROGERS. My time has expired, but let me just say that the national press, I think, mainly has the idea that FEMA's role is dominant; that when there is a disaster, FEMA moves in with everything and gets it done. The truth is that a disaster is a local matter. It is the State and locals who have the responsibility to run the show and call on FEMA for things like generators, and perhaps food supplies or emergency material, but it is the State and the

locals that are in charge of the operation. Is that your understanding, both of you, of the way this thing operates?

General TONINI. That is absolutely right, sir. And the lack of specific resources, and the biggest single element was big generators. And the 50-pack of generators—and Mr. Garratt can tell you that that 50-pack of generators goes across the spectrum, from very large ones to very small ones. Well, we needed a lot of very large ones, so we had to adjust. On the fly we had to adjust and get a lot more heavy generators in to be able to address some of the power generation to the hospitals, the nursing homes.

Mr. ROGERS. Mr. Garratt.

Mr. GARRATT. Absolutely concur, sir. FEMA's role is to support the State. They are the customer. And the jurisdictions within that State are the State's customers. So our job is to come in, and, operating within the National Incident Management System incident command structure, is to funnel support resources in to support their needs. And we should be operating as, again, as if they are our customer and supporting what their requirements are.

Mr. ROGERS. Well, Katrina sort of shook up everybody's understanding of whose role was what. The truth is in Katrina the State was inept and made a complete bungle of that normal operation of a State being in charge of a local disaster and the locals supporting the State, then calling on FEMA for necessary supplies and materiel. But in the Katrina case, the State of Louisiana was vacant, the government was inept and did not do its chore. And therefore, I think we have got a bad understanding as a result of what the proper roles of each of the divisions of labor are.

Mr. PRICE. Thank you.

Mr. Rodriguez.

EMERGENCY DECLARATION THRESHOLDS

Mr. RODRIGUEZ. Thank you, Mr. Chairman.

First of all, Major General, let me thank you very much for your "get it done" approach. And I think that that is the approach that ought to be taken when we have a major disaster. And so I want to personally thank you for your leadership in that area.

Mr. Garratt, I also want to thank you. When you do get there, your people are great. They are very conscientious and get to the point and get the work done. So I do want to thank you for the hard work that they do on a daily basis throughout this country in terms of the disasters.

I do want to share some real serious concerns that I have as it deals with specific incidents that I have encountered with and that I have had extreme difficulty with. One was a major tornado in Eagle Pass, Texas, killed 7 people, took the administration 17 days to declare it. And I had visited the site a few days after it occurred; went across to the Mexican side, and mainly I went over there because they also—it hit them harder. They lost three lives also, we lost seven, and the State of Coahuila had sent in a good number of troops during Katrina. They were stopped in San Antonio, but when they got there, they helped feed some 20,000 Katrina victims that arrived in San Antonio from Mexico.

So on the other side, I would have to tell you that after 17 days the Mexican Government called the county judge down there and

said, you know, you need any help? Can we help you? I told the judge, accept the help. And because they cut to the chase, and on our side we had all kinds of difficulties on that particular tornado that lost seven lives.

The other incident I want to share with you is the one that I just had in Presidio. Five hundred people got displaced. A major flood that occurred was never declared by the previous administration. And so I would like to see what kind of documentation, you know, and what kind of thresholds we have to go through.

I am being told now that not only—you know, if the levees had broken—you know, you said an emergency, the possibility of even a greater disaster was there. I should not say this, but thank God the levees on the Mexican side broke, and that really released a lot of water. And ours broke a little further down and then came back and flooded part of the city, one of the poorest communities in this country, probably the most isolated sites in this country in Presidio. The State went out there and did what they could. And I wanted to know, and not necessarily now, but what went on with the—I guess, FEMA would have to have submitted a report that indicated that it did not reach that threshold, I gather. But I also wanted to see if that also included what now I am being asked from communities down the road such as Redford and others that their irrigation, you know, sites are completely destroyed now in terms of the resources that are needed to pass that.

And so the others that I have had, one was 96,000 acres that burned down. The only report that I was told that FEMA in terms of cost was fence posts. You know, that has been devastating for hundreds of people in the farming area and raising—and ranching area when you have 96,000, you know, and the possibility of also a lot of lives could have been lost.

And so in terms of responding. And we still had difficulty. We declared it, I think my understanding is the Governor declared it, yet we could not get it, you know. So, you know, what—you know, I want to see if you might respond, you know, on that. And then but later I do want to get some feedback as to I am having to deal right now with Redford down, and of course there with that situation still at Presidio. And we are going to have some additional fires in the future in terms of how do we best respond to those things.

Mr. GARRATT. I am familiar with a couple of the incidents to which you refer, Congressman. I am not familiar, at least based on what you said, with the 96,000-acre fire incident, but certainly willing to follow up on that.

Regarding Presidio, I am aware that region 6 did end up surging Federal assets to Presidio to assist in the emergency efforts at the beginning of that. There was helicopter support, other support that they provided under their authority. Ultimately there was not a disaster declaration made. There are specific criteria that we use when we develop recommendations for that criteria or for the President. That criteria is spelled out in regulation. That criteria is partly objective, and it is partly subjective.

Mr. RODRIGUEZ. Can I ask you just to follow up on that, not now, but later, to see if also downstream was taken into consideration? Not just Presidio, but also downstream, because it also destroyed a lot of, you know, homes as it went down, all the way down. In

fact, even after the Army started to let go of water, also there were some additional ones.

Mr. GARRATT. Sir, we would be happy to come to your office and provide you a detailed briefing not only on the declaration process, but on what transpired regarding these incidents.

Mr. RODRIGUEZ. And, you know, as far as I am concerned, some serious, you know, items went wrong there, because I have a few homes on the Dominion, the richest parts probably in this country also, where one home of those might be equivalent to the entire value of the Presidio when we put value on economic without considering possible lives.

Mr. PRICE. Mr. Garratt will get back with answers to these questions for the record.

[The information follows:]

FEMA is working to schedule a meeting with Rep. Rodriguez and going over in detail the disaster declaration process as well as reviewing the specific Presidio, Texas, flooding incident.

Mr. PRICE. Mr. Carter.

COMMUNICATIONS

Mr. CARTER. Thank you, Mr. Chairman.

First off, General, great story. I like the "get it done" attitude. I think that is the way it ought to be.

Mr. Garratt, thanks for what you do. We appreciate the hard work and the fact that you got to have a thick skin to be in FEMA, no doubt about that.

Start off with the communications effort. You know, we heard in the hurricanes in the Gulf Coast, we have heard now on the ice storm in the Kentucky area communication seems to be the thing that we always say we really were short on communications to start off with. Now, surely there is some form of communication with satellite phones and so forth that would allow us to have a communications system up. Do you have a suggestion on that? Because I know that I heard a story about a Congressman from back when they had the problems in Mississippi, a Congressman from Nevada brought a load of water to Mississippi and found out the satellite phone that he had was the only form of communication in a 10-county area, so he gave them the satellite phone. And we ought to have fixed that by now. Is there a phone that works? And is the satellite phone the solution, or what is the solution?

General TONINI. Sir, absolutely the satellite phone is the only reliable resource that you can use in the circumstances that we faced. We actually within Kentucky at the Bluegrass station have a storage of National Guard satellite phones that we got and deployed almost as quickly as we could. Once again, that is just east of Lexington, and the hardest-hit area where the communications was out was in far western Kentucky, so that is several hundred miles. And with the travel issues it took us some time to get the stuff there and then to distribute it. Ideally, obviously, the answer is to have enough satellite phones distributed so that you can have eyes and ears in this kind of a circumstance.

Mr. CARTER. Is that something, Mr. Garratt, you think we ought to start planning to at least give a State plan or something? I happen to agree with Hal that I view disasters as local issues, but if

we are not getting the planning, and communications is the start of any response, we ought to figure out some kind of national plan for satellite phones. Is there something that we ought to be looking at on that?

Mr. GARRATT. I think that is entirely reasonable. And I do not think the issue here was not necessarily that we have not made progress in that area. In fact, the Federal Government has made progress and the States have made considerable progress in terms of not only interoperabilizing, but increasing their capabilities, satellite phone, other types of phone systems.

In the situation we faced in Kentucky, as the General indicated, they had a number of satellite phones, and they began distributing them to the folks who needed them. But they had an all-hands-on-deck effort in Kentucky. In other words, they had far more need for phones than they had the capability to supply or that we initially had when we began mobilizing and deploying our assets in there. We did deploy MERS units in there, and mobile support units in there, and they did have assets. They began erecting cell towers and distributing these. But the sheer size of the need outweighed what was at least initially available.

What we could do is a better job, as a joint effort, of prioritizing who gets these units that are available at the front end.

We had a compelling need, as we discovered, to have communications in the hands of the Corps of Engineers, the FEMA, the other individuals who are involved in generator assessments. They did not have what they needed to effectively be able to communicate. A lot of the response elements did have what they needed to be able to effectively communicate, but we didn't have it in the hands of them.

So we either need more units or we need to do a better job of prioritizing who gets them at the front end of a disaster, or both. The bottom line is, we can make some improvements in that regard.

GENERATORS

Mr. CARTER. I will ask one more question about the generators. We have stories on Hurricane Rita that people went down to Wal-Mart and bought local generators to try to keep things going, a "get it done" attitude, and they had real issues with getting reimbursed for buying generators to keep people alive. And not personally, keep themselves alive, but keep communities alive. Has that issue been solved?

When the people of the community realized there are people dying, they rushed down and invested in every generator that was available in town to start creating electricity to keep some people alive. And then they have issues with either the State or the Federal Government.

Shouldn't we streamline something to make that available for them?

Mr. GARRATT. There are restrictions on the conditions under which we will reimburse generator purchases in disasters. We will reimburse when they are needed for lifesaving requirements. We do not reimburse when they are needed for other than lifesaving requirements.

But for lifesaving requirements, there are procedures for them to be reimbursed, yes, sir.

Mr. PRICE. Ms. Roybal-Allard.

CATASTROPHIC PLANNING

Ms. ROYBAL-ALLARD. Thank you, Mr. Chairman, and thank you, Mr. Garratt and Major General, for being here today. I have two questions.

My Los Angeles district, as you know, faces the everyday threat of a major earthquake. A seismic event on the scale of the 1994 Northridge quake in downtown Los Angeles, which is part of my district, could claim countless lives and, according to projections, inflict more than \$500 billion in damages.

Unfortunately, the city appears to be woefully unprepared for such a disaster. Were a 7.2-magnitude earthquake to strike Los Angeles, the Red Cross predicts that 564,000 people would be in need of shelter, while an additional 2.5 million would require food and water. However, the metro area has only 341 shelter facilities with 84,000 beds.

Other major U.S. cities are equally vulnerable to catastrophic disasters, and the GAO office has reported similar statistics for cities like New York, Washington, D.C., and Miami.

Could you highlight a little bit what steps FEMA is taking now to prepare for the gap between existing resources and the likely needs of the populace in the event of a major earthquake in a city like Los Angeles?

Mr. GARRATT. I would be happy to quickly cover some of the key things that we are doing in terms of catastrophic planning. We are doing catastrophic planning in a number of areas. We have identified them, the New Madrid area, for example. We have been doing catastrophic planning in California as well.

We have hired operational planners, and we are putting operational planners in our regions; and those planners are—the top of their priority list is to engage with and address issues facing catastrophic planning. We have developed a catastrophic incident supplement to the catastrophic incident annex in the national response framework, and that supplement has an execution schedule that allows us to begin instantly providing resources in support in response to a no-notice catastrophic event.

We have developed the national shelter system over the last couple of years. This is a shelter system that lists all of the shelters that belong to the Red Cross, and we are also populating it with shelters that exist outside the Red Cross shelter system. That is over 40,000 strong. And we have also been working with States on a State-by-State basis to identify what their shelter capabilities are and how many shelterees they are willing to take from an affected State should that affected State need to begin relocating individuals outside their State because they don't have the capacity in there.

So we have been identifying, at least from a sheltering management perspective, additional assets that are outside of what may be a catastrophically affected State, to be able to take on that particular requirement.

Now, obviously it is going to depend on exactly what the scope of any event is and the exact characteristics of that event, whether what we have identified right now will at the end of the day meet what those immediate requirements are. We have made a lot of progress, and we have identified literally hundreds of thousands of shelters out there that can be available nationally to support what may be a very large catastrophe someplace.

CATASTROPHIC PLANNING CONTINUED

But identifying those assets and then trying to move what may be hundreds of thousands of people on very short notice would be an immense logistical challenge for us, for the State. So we recognize that. We have contracts in place to help us, help States support the evacuation—bus contracts, rail contracts, aircraft contracts—but it will nevertheless be an immense challenge to pull that off and to pull that off in a seamless and nonproblematic way.

We recognize that we are going to be challenged in a catastrophic event, but we think we have laid the groundwork to help us and help States at least begin dealing with that at the front end of a catastrophe.

PUBLIC ASSISTANCE GRANT PROGRAM

Ms. ROYBAL-ALLARD. In December, the Government Accounting Office issued a report that was highly critical of FEMA's management of the Public Assistance Grant Program.

According to GAO, the flow of funds to State and municipal governments has slowed because of problems related to project development, information sharing, and the Agency's approach to decision-making because, for example, FEMA grants are geared towards reimbursement after construction, so therefore cash-strapped local governments have struggled to initiate rebuilding projects.

In addition, it found that inadequate coordination between officials at all levels of government has made the torturous grant obligation process even more difficult to navigate; and in some cases the report found that FEMA managers have approved projects only to change their minds and strip municipalities of the promised funds after construction had already begun.

What steps is FEMA taking to improve the management of the Public Assistance Grant Program in light of GAO's findings?

Mr. PRICE. A very quick response, if you please.

Mr. GARRATT. A couple of things we have done to improve public assistance: Over the last couple of years we have stood up what we called EMMIE. It is a brand-new automated system. We began employing that last year, and that essentially allows project worksheets to be automated from the very beginning. They no longer have to be done on paper. They no longer have to be submitted; they can be input at the local jurisdictional level. And it now allows a jurisdiction or an applicant to follow that project worksheet from the very moment it is entered in there and to know exactly what the status of that project worksheet is.

Now, the Public Assistance Program is, by nature, designed to ensure accountability. It is not a block grant program, it is a project-by-project program; and so it requires that the scope of work be drawn up, it requires that the eligibility of the funding be

determined in advance, and it requires that it go through, each project worksheet, a number of steps to include environmental reviews, historical reviews, et cetera.

So it is not an instant process, it is not a process designed to just put a chunk of money in somebody's hands to go and rebuild something. It is a process designed to validate that, to make sure that accountability gauntlets have been met. And it is a reimbursable program.

Now, recognizing, as we did in Katrina and other disasters, that applicants may be cashed strapped, we have got some regulatory changes in the pipeline right now. Among them is an ability for us to advance-fund some portion of a grant to the applicant, and then they can continue to draw against that on an advance basis as they expend funding.

So we believe that will be helpful in the future for applicants who, in fact, are cash strapped and need an advance to begin moving out on a project.

Ms. ROYBAL-ALLARD. So you are moving to correct some of the problems?

Mr. GARRATT. Absolutely.

Mr. PRICE. Thank you.

Mr. Farr.

EMERGENCY DELIBERATION CRITERIA

Mr. FARR. Thank you very much, Mr. Chairman. Just one observation on the sheltering.

My only experience with that is—and I think totally underutilized, you might look at—almost every county in the United States has a fairgrounds. And what we found is that they are totally inadequate as infrastructure for sewer and water, but they could be readily adjusted to house a lot of people, and they are readily available. And most disaster plans haven't even thought about them.

Let me ask a couple of questions. One is, I am sharing a lot of the concerns that people on this panel have had that there is a major distinction between an emergency declaration and a major declaration. And the distinction is, frankly, the emergency declaration helps the public sector. It helps the government get reimbursed on a 75 percent basis, but it does nothing for the civilian population that is injured.

And that criteria is a narrow call, and it seems to me—I really appreciate the response on the ice storms, but we had fire, just the opposite, heat this summer in California. At one time, 1,000 fires started by lightning. It required a response of the national effort; and Forest Service said that three-quarters of the total wildland firefighting capacity of the United States was sent to California.

In my district, 250,000 acres burned. It was the largest and longest burning fire in California, and yet it never met the major disaster threshold. And so, therefore, the people never had the ability to get reimbursed for costs incurred—rental, and dislocations and repairs.

I really question why that didn't become a major disaster, and perhaps you can come to my office and we can talk more about it. But I think we are going to have to think about that. You had a

lot—it was \$150 million that you spent just putting out the fire in my one county, but no help to the civilians.

NAVAL POSTGRADUATE FEDERAL TRAINING FACILITY

My question is about—and I want to praise you for it and get a response for it—is that in the post-Katrina act we made FEMA the sponsor of the Nation’s premier education, graduate education institution for homeland security at the Naval Postgraduate Federal Facility. That is in my district. And you have done an incredible job of educating State, local, and Federal leaders for preparing and for disaster preparedness. Dozens of governors and mayors have used the center. They have produced a curriculum now which is being used all over the United States, and it has been very successful.

My question to you is, will you ensure that this program remains the centerpiece for education of emerging homeland security leaders and—that can grow to meet the challenges of FEMA and the Nation that we are confronting not only here but abroad? And obviously the answer is “yes.”

Mr. GARRATT. Sir, we are very proud of that program as well.

Mr. FARR. And you are going to continue to fund it?

Mr. GARRATT. As far as I know, we have every intention of continuing that program.

HOMELAND SECURITY PRESIDENTIAL DIRECTIVE NUMBERS 5 AND 8 CHANGES

Mr. FARR. Thank you. The other question I have, which is related to a big question here, is that in the Post-Katrina Emergency Management Reform Act, we specified that the FEMA administrator would lead the Nation’s efforts to prepare for, protect against, respond to, recover from, and mitigate against the risks of natural disasters, acts of terrorism, and other manmade disasters. That change was vital to fix the disaster response problems from Hurricane Katrina. Yet, for some reason, the Bush administration never responded to the statutory reform by revising two Presidential directives that guide disaster response; that is, the Homeland Security Presidential Directive No. 5, and Homeland Security Presidential Directive No. 8.

As the Obama administration reviews the legacy of the HSPDs, isn’t it time to change those two directives to reflect one of the most critical features of the post-Katrina reform?

Mr. GARRATT. Sir, I cannot speak for the White House on this, but I do know that the White House is relooking—the Homeland Security Council—they are relooking at the structure of the Homeland Security Council vis-a-vis the National Security Council; and I would expect that as part of this elongated process, they will be revisiting all of the HSPDs that have been published to see what revisions, if any, are appropriate.

I am not aware that HSPD 5 or HSPD 8 is necessarily in the queue for a revision, but I would be very surprised if they are not revisited under the new administration.

Mr. FARR. If they are not in the queue, how do they get there? It is of keen interest to this committee.

Mr. GARRATT. I am not aware that they are not in the queue, Congressman Farr. Again, it is something that the Homeland Security Council and the White House would have the stick on.

I am not personally aware of what the status is of either one of those documents as part of the engagement that they are making to relook at, again, the National Security Council, the Homeland Security Council, and how they are going to manage that moving into the future.

My expectation would be, though, or I would—that as part of that extended effort, that they would be looking at and revisiting HSPDs as just a normal part of doing business. We look at and revisit our policies and regulations on a regular basis, and I would expect that the same would be done for those documents.

Mr. FARR. And both of these are needed to be relooked at. Don't you agree?

Mr. GARRATT. I think every policy and every regulation ought to be looked at on a regular basis, sir.

Mr. PRICE. Thank you.

Mr. Calvert.

COMMUNICATIONS WITH CALIFORNIA ON WILDFIRES

Mr. CALVERT. Thank you, Mr. Chairman.

This is your third Californian in a row, so we have it all—earthquakes, wildfires, floods, droughts, pestilence. But I want to talk about the State of California's continuing drought along the Santa Ana area. The Santa Ana winds provide a lethal combination.

As a result, as Mr. Farr mentioned, California had experience with fires last year; and we have a very strong, effective fire management system in California, as you know, because we are very experienced with fire. For the most part, the State manages wild-fire incidents on our own, and we do a good job, but obviously sometimes we get overburdened.

As an example, in 2007, the fires hit nearly every county in southern California. And because of this ongoing drought that we are having in California, we expect, probably, future incidents in the future.

So my questions, primarily: Does FEMA maintain a communication with State authorities and CAL FIRE in advance of a wildfire season to ensure prompt action, when needed?

Mr. GARRATT. The answer is absolutely yes, sir. Region 9, which is located in Oakland, California—Nancy Ward is currently the acting administrator of FEMA; she is, in her regular day job, the regional administrator for Region 9. She and her organization are in regular communication with the State of California, and I think that they have an exceptionally good working relationship.

GETTING FIREFIGHTING AIRCRAFT INTO CALIFORNIA

Mr. CALVERT. One of the issues that we had last time—again, it seems to be a continuing problem—is coordination of aircraft, getting aircraft into California from various areas; and with the military, also issues of command and control. Do you get involved in those issues?

Mr. GARRATT. We generally get involved in identifying requirements. We have, on an episodic basis, run into occasional competi-

tion for air resources. There are often some issues when we are transitioning from a nondisaster to a disaster fire management situation where management of air resources is being done by the National Interagency Fire Center. Once there is a disaster and we have got a Federal management of that out of FEMA, what we may find is, there is a transitional period while we are working out management of certain assets or if we are bringing in additional assets. The bottom line is, we occasionally run into problems in that regard.

We measure our success, though, by how quickly we fix and resolve those problems. We have never run into any systemic problems that haven't been fixed quickly.

Mr. CALVERT. I will just predict, we are going to need additional aircraft quickly probably this summer, and that—hopefully, that is staged properly.

One of the problems we did have is an issue with spotters on helicopters and different kinds of aircraft and intercommunication with the military.

And I don't know, General, if you are aware of that problem we had in California. You might want to comment on that, if you can.

STATE ACTIVE DUTY COMPENSATION

General TONINI. Sir, I spent the last 4 days speaking with my fellow adjutant generals. And so, while all disasters are local, I dealt with the local aspects of each one of your adjutant generals; and I can tell you that there is one element that is absolutely "broke," and that is this whole idea of State active duty and how an adjutant general addresses that.

We applied—we requested title 32, 502(f), and that request was denied. But it causes a myriad of issues and a myriad of problems to an adjutant general.

The reality of it is that if a soldier is hurt when we called him to duty, his injury is not addressed in the same way it would be if he was on title 32 status. He becomes a workmen's comp issue. And we put these soldiers in harm's way; without doubt, a soldier with a chainsaw and three inches of bites is in harm's way. There are no bullets flying at him, but he is in harm's way.

We have at least 17 instances of M-day soldiers, part-time soldiers, who will lose time from their civilian occupations, and they will then be reimbursed only through workmen's compensation a very small fraction of what they would otherwise get.

They also lose all the benefits from their civilian employers; and we have a situation—one situation where a firefighter who was injured and had to have surgery on his leg not only will be getting less during the 6 months while he rehabilitates himself—he will be getting half the amount of money that he normally would get, and loses his insurance coverage for his entire family. And that particular soldier has two daughters that were scheduled for surgery, and he now is without insurance.

On top of that, you have situations where soldiers are on duty, they are on duty based on the type of orders that they are on. And because of cross-purposes on orders, we have to take key people out of the fight. We had OH-58 helicopter pilots that were running the lines and determining where roads needed to be cleared; and after

72 hours we had to take them off of duty because they were cross-purposed—because their duty was counterdrug, and they weren't doing counterdrug, they were doing emergency management.

I believe that the system, sir, is broken. And as I talk to all of my adjutant generals, everyone agrees that we are better than this. As a nation, we are better than this. It is our responsibility as adjutant generals to make sure that we take care of our soldiers and airmen, and in fact, in this particular instance, we are not.

And I know that the system is—Mr. Garratt and I didn't particularly talk, but I talk to many, many people within FEMA and Homeland Security, and the process is not allowing this to happen, but the system systemically is broken, and we owe it to our people to try to fix it, I believe.

Mr. PRICE. Thank you, General.

We have had a vote called on the floor. We have Members waiting to ask their questions. If I could ask people to be as brief as possible, we will try to get the maximum exchange in. We will not be able to come back after the vote.

Mr. Serrano.

RESPONSE TIME

Mr. SERRANO. Thank you. I will be brief. One of my questions is already out, but I would like to make a prefacing comment.

Every so often we hear about the role of the National Guard. The fact of life is that during the last 5 years the National Guard has been taxed to go somewhere else overseas. And in many cases, those units have not been around. And that is a fact.

Recent articles on the Kentucky ice storm, for the most part, praise the administration for its disaster response while also highlighting the fact that some areas had to wait a week or longer for assistance that reached other parts of the State much sooner.

It is understandable that some areas will naturally be more difficult to serve in times of emergency, but can you provide a framework for what is considered to be a realistic emergency response timeline? What steps is FEMA taking to streamline a request and response process? And how can FEMA and State and local emergency management agencies better partner the request and response process?

[The information follows:]

Answer. Initial disaster response resides with the local/state government; states determine requirements that if determined to be beyond its capability are passed to the Regional and Federal level for assistance. Given these parameters of request, validate, source and deliver, a realistic emergency response timeline is not more than 72 hours*, but may be much less, depending on how much advance notice FEMA has, and FEMA's ability to preposition assets (people, equipment, supplies) near the threatened area. The Mission Assignment is the vehicle used by FEMA in a Stafford Act major disaster or emergency declaration to order immediate, short-term disaster response assistance from Departments and Agencies to help State, local, and tribal governments that are overwhelmed by the event and unable to perform the necessary work. To further streamline and facilitate rapid disaster response, FEMA has also approved a number 236 Pre-Scripted Mission Assignments (PSMAs) with 29 Federal Departments and Agencies.

FEMA can pre-stage assets into an area to provide the strategic resource capability in the form of initial response resources based on anticipated requirements of a pending disaster and before a disaster declaration through a network of National Logistics Staging Areas (NLSAs). NLSAs are an extension of the national distribution system which includes Distribution Centers as well as positioning sites ena-

bling an agile, flexible and adaptable resource management and provisioning capability. This is vital to ensure that resources are in or near the area of disaster impact for immediate distribution upon direction of the appropriate state and federal officials. This concept allows FEMA to position in advance for a quick response, but actual assistance cannot be provided until the Governor requests and a Presidential declaration is made.

Disaster response support is also coordinated and provided through one or more of the NRF's 15 Emergency Support Functions (ESFs). The ESFs serve as the primary operational-level mechanism supporting FEMA in providing State and local disaster assistance in functional areas such as transportation, communications, public works and engineering, firefighting, mass care, housing human services, public health and medical services, search and rescue, agriculture, and energy.

FEMA also manages a network of FEMA operations centers to coordinate and sustain response operations, maintain situational awareness, and provide a common operating picture for DHS and FEMA leadership. This network provides a critical coordination and information sharing mechanism used to accelerate the provision of assistance to State and local governments in need. These centers not only facilitate information sharing between FEMA, non-FEMA entities, and the State and local governments, but help ensure a consolidated, consistent, and accurate status of ongoing incidents, responses, or potential events. The operations centers are also used to facilitate information exchange and coordination for impending events, such as an approaching hurricane. Also, through future planning capabilities that have been developed, FEMA often begins monitoring and preparing for evolving disaster situations that may end up in an emergency or disaster declaration. As well, FEMA along with State/Local emergency management agencies should identify local resource capability to better serve their own state. For example, monies could be granted to facilities to purchase generators to keep businesses running during power outages. A valid gap analysis should be done to identify shortfalls within the state and develop an agreed upon action plan on how to support the shortfall.

*Note: FEMA Logistics was able to respond to Kentucky's emergency with generators, meals and water within 36 hours from the original request. Blankets and cots were delivered within 24 hours once the request was submitted to HQ Logistics. All commodities that were requested by the state were turned over to the State National Guard who distributed to the local communities.

Mr. PRICE. Let me suggest, Mr. Serrano, that we allow the other Members to register their questions as well; and then we will take as much time as we can for an oral response, starting with yours, and then ask responses for the record in other cases.

INTEROPERABILITY COMMUNICATIONS

But, please, Ms. Lowey.

Mrs. LOWEY. Great. Thank you. I will try and talk very quickly. I want to make one point and then get to the question.

Several people talked about emergency communications, and as the Chairman knows, I am very grateful for his focus on it. I have been talking about it since I came to Congress, especially after the last disaster. The program has authorized \$400 million after hearing another story of communication breakdowns. I think it is absolutely essential, Mr. Chairman, that we continue to adequately provide funding for—Mr. Chairman, all I said of my comment was, thank you. Before I get to the question, thank you for your appropriation on emergency communications. This has been an issue—interoperability, I have been talking about—and I think we all have to work together to continue to increase it. Your story and others are just disasters, in addition to the disaster that took place.

[The information follows:]

INTEROPERABILITY

In her Senate confirmation hearing, Secretary Napolitano stated that Arizona's key obstacle to first responder interoperable communications was funding.

- Mr. Garratt, as FEMA works with OMB on the budget request, could you preview a possible range for the budget request for interoperable communications grants?

Answer. Thank you for the question. However, DHS and FEMA are still working with OMB on the budget request for FY 2010. Until those negotiations have been finalized, we are unable to comment on this request but will be happy to brief you on this at a later date.

- Mr. Garratt, please describe how FEMA coordinates with OEC to strengthen first responder communication networks.

Answer. FEMA is working to improve disaster emergency communications capabilities and to strengthen the Federal response to incidents in coordination with the Office of Emergency Communications (OEC).

- FEMA is working closely with OEC to identify critical milestones needed to implement the goals in the National Emergency Communications Plan (NECP). The NECP requires the demonstration of response-level emergency communications capabilities by all jurisdictions. FEMA continues to coordinate milestone actions with OEC.

- FEMA is coordinating the development of State Disaster Emergency Communications DEC Operational Plans through the Regional Emergency Communications Coordination Working Groups (RECCWG), established as a focal point for coordinating disaster emergency communications activities in the FEMA Regions. The State DEC Operational Plans provide an integrated Federal, State, local, and tribal approach to ensuring effective emergency communications coordination prior to and immediately following an incident. In developing these plans, FEMA uses OEC's Statewide Communication Interoperability Plans (SCIP) and its Tactical Interoperable Communications Plan (TICP) to identify State and local emergency communications requirements and strategies to improve response capabilities.

- OEC participates in FEMA's RECCWG meetings.

- FEMA is an active participant in the OEC-led Emergency Communications Preparedness Center (ECPC) working group meetings which provide an opportunity to strengthen interoperability among Federal responders.

- FEMA has invited OEC to participate in the FEMA Regional DEC Coordinator Summit scheduled for March 11–12, 2009.

FEMA's Disaster Emergency Communications (DEC) is responsible for providing the means and method of transmitting and receiving voice, data, and video messages, information, and images critical to the successful management of disaster incident where communications infrastructure has been negatively impacted or lost. DEC must be integrated at all levels of government to effectively serve as the backbone of emergency response operations.

More specifically, DEC is responsible for:

- Ensuring operable and interoperable communications are available in a disaster.

- Providing voice, video, and data communications for responders and Federal partners.

- Supporting emergency management across the entire disaster management lifecycle—preparedness, protection, response, recovery, and mitigation.

I want to make one other point. While in New York last week, Secretary Napolitano stated with regard to grants: We need to be giving money based on really very vigorous risk and thinking about what targets are. The Secretary is absolutely correct.

URBAN AREA SECURITY INITIATIVE GRANT RECIPIENTS

Unfortunately, FEMA hasn't received that message, Mr. Garratt. In December, GAO reported that in the final days of the Bush administration, the Department of Homeland Security made a policy decision to expand the number of UASI recipients from 60 to 62 areas, nearly nine times the number of original UAC cities.

Every area of the country, we know, has different needs. That is why we have programs such as the State Homeland Security Grant Program, the Emergency Management Performance Grant Program. However, it is imperative that resources for high-risk urban area programs are only going to high-risk from urban areas.

I know that some decisions had to be made prior to installment of the Obama administration so that funds are issued in a timely manner, but the Department's previous grant allocation has been quite controversial, and I would think there would be a way to facilitate the expedient release of grants and work with the new administration.

So the questions are: Mr. Garratt, since increasing the number of urban area recipients contradicts the Secretary's statement last week, is it likely that FEMA will not award funding to all 62 areas that are eligible to apply?

[The information follows:]

Answer. Final funding decisions for the Urban Areas Security Initiative (UASI) have not been finalized yet, so the Department cannot speak to the likelihood or certainty of specific awards. The UASI program is a risk-based initiative that was established to dedicate resources to high-threat, high-density metropolitan areas to prevent, protect against, respond to, and recover from terrorism. In order to determine eligibility for this program, and be consistent with section 101 of the Implementing Recommendations of the 9/11 Commission Act of 2007 (P. L. 110-053), the Department analyzes the relative risk of the top 100 Metropolitan areas based on population. Given the unpredictable nature of terrorist threat, all areas analyzed have some level of risk. In determining the final list of eligible entities for the UASI program, the Department must balance the level of risk and the implementation of activities that will have a meaningful impact on risk reduction and the enhancement of preparedness capabilities. As such, it is likely all Urban Areas that were announced as eligible for the FY 2009 UASI program will receive at least some level of funding.

It is important to note the Department has taken other steps to ensure that Urban Areas with the highest risk receive the highest allocations. More than half the funding (55%) available has been designated for the top seven (Tier 1) Urban Areas, based on the results for the risk assessment. All remaining eligible Urban Areas (Tier 2) compete for the remaining 45%. As a result, the addition of the two additional Urban Areas in the program for FY 2009 does not have a detrimental impact on the highest risk Urban Areas, as 55% of the funding has already been designated for them. In FY 2008, 53 Urban Areas competed for the remaining 45% of funds; in FY 2009, 55 Urban Areas will compete for the remaining funds. Consistent with prior years, the highest risk Urban Areas will receive the majority of the funds.

I would like to remind you that Congress does not set a floor for the number of UASI recipients. In previous years, I have been told that the Department's political leadership has determined the number of UASI recipients. Who decided to increase the number of fiscal year 2009 UASI recipients from 60 to 62?

Mr. PRICE. That is a very good question, and we will await the answer, probably for the record. Thank you.

[The information follows:]

Answer. The final determinations for eligible entities for the UASI program were made by the Secretary based on the results of the risk analysis provided by FEMA/GPD, in conjunction with other DHS partners, to include the Office of Intelligence and Analysis (I&A) and the Office of Infrastructure Protection (IP).

Mr. PRICE. Mr. Ruppertsberger.

LOCAL TRAINING, PLANNING AND EXERCISES

Mr. RUPPERSBERGER. We all have issues. I happen to have the Chesapeake Bay, had to deal with Isabel. We have California. We have New York.

I was in local government for a long time, and I think one of the issues we needed to learn from Katrina is that the locals and State were not coordinated and didn't prepare. If you prepare and edu-

cate and have a plan before an event occurs, it happens a lot better. And I feel that is FEMA's role, to help the coordination.

And the only other thing: I think you have gotten a lot better. I think management starts at the top, I am glad you have been there for over 10 years, and that makes a difference to have professionals in that position.

The one area that I still think needs work on is, after the event occurs and people then are out of their homes or whatever, it seems that there is still a bureaucratic maze. And that is when it gets more difficult; we have to make sure that we plan ahead for that, too.

Now, I know the new law's direct line to the President, and that makes things help; but we have to cut through the bureaucracy once the storm or catastrophe hits.

And those are my only issues. But coordination of State and local training, planning, having exercises.

I happen to be in Maryland and Maryland has one of the best trauma systems in the world. They have exercises every year where they will go to the Ravens stadium and have an exercise, as if there was an attack, and they train. And I would hope that FEMA would focus on that, because if you have your supplies, you have the people ready, it makes a big difference.

Thanks for being here.

Mr. PRICE. Thank you, Mr. Ruppertsberger, and we welcome you to the Subcommittee, by the way. We are glad to have you join us.

Well, let me ask you to take under advisement particularly the questions raised by the last three Members, as well as questions that all of us will submit in addition to the ones submitted orally, and ask you to respond for the record.

I apologize for the rush, but that is life in this institution, and we must go vote. We do appreciate your being here. We appreciate your good work, first of all, but also your willingness to come in here and help us assess not only the response to these major disasters in Kentucky and nearby States, but also to take some stock of the way FEMA is preparing for disasters and the kind of efforts to improve capacity that are ongoing there.

So thank you. It is very helpful. And we will look forward to working with you as we put next year's budget together.

Mr. Rogers, do you have any closing thoughts?

Mr. ROGERS. Very briefly, to thank the gentlemen for appearing with us and answering the questions, being helpful to us. And I want to end quickly by congratulating the General for him and his staff and all the Guardsmen in Kentucky. Everyone was called up, and they made us all proud, and they saved a lot of lives. And we are indebted to you, sir.

Mr. PRICE. Thank you. The Subcommittee is adjourned.

**United States
House of Representatives
Committee on Appropriations**

Hearing before the
House Appropriations
Subcommittee on Homeland Security

Federal Emergency Management Agency

Questions for the Record

February 26, 2009

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QUESTIONS FOR THE RECORD SUBMITTED BY

Chairman David Price

Acting Deputy FEMA Administrator Dave Garratt
 Disaster Response: Is FEMA up to the Challenge

Vulnerable Populations and Disasters

Question: Please detail FEMA's ability to provide case management following a disaster. Please include the legal authorities for providing such assistance.

ANSWER: Congress passed a new statutory provision to provide case management services in Section 689f of the Post Katrina Emergency Management Reform Act of 2006, which is now section 426 of the Stafford Act. This section provides that "the President may provide case management services, including financial assistance, to state or local government agencies or qualified private organizations to provide such services to victims of major disasters to identify and address unmet needs."

FEMA has initiated five disaster case management pilots, with the scope and level of services offered under each pilot modified to meet the targeted needs of disaster survivors. The pilot programs consist of three separate, distinct models of disaster case management implementation. The current FEMA Disaster Case Management Pilot (DCM-P) Programs are:

- State of Mississippi DCM-P
- State of Louisiana DCM-P
- FEMA/Department of Health and Human Services Administration for Children and Families partnership
- FEMA/U.S. Department of Housing and Urban Development Disaster Housing Assistance Program partnership
- State of Texas DCM-P

The agency has included third-party evaluation requirements in each of the related case management grant agreements. FEMA has contracted with Alon, Inc., to perform a separate evaluation of the pilot programs. This evaluation contract is specifically targeted at evaluating the **implementation** of each Disaster Case Management Pilot Program. Factors such as timelines for deployment, assessment of overall needs of the affected population, and access to funding will be reviewed as part of this process.

Question: Does FEMA have a relationship with the National Commission on Children and Disasters, a part of the Department of Health and Human Services? If so, please describe that relationship. If not, please explain why.

ANSWER: Yes. FEMA has been actively involved with the National Commission on Children and Disasters (NCCD) since the first official Commission Meeting, which took place in late 2008. At that meeting, former FEMA Administrator R. David Paulison agreed to work with and provide the Commission with disaster-related

information. This was an effort to assist the NCCD in fulfilling its mission as well as increase FEMA's awareness of children's issues to ensure targeted delivery of disaster recovery assistance, as appropriate.

On January 28, 2009, FEMA participated in a meeting with the NCCD Subcommittee on Disaster Case Management and members of various Baton Rouge Disaster Relief Organizations in Baton Rouge, Louisiana. The overall intent of this meeting was to examine the relationships between the Federal Government, states and non-governmental organizations in order to better understand the complex challenges of delivering disaster case management services and to embark on a more successful method of doing so.

In February 2009, FEMA met with the Subcommittee on Disaster Case Management to discuss, in further detail, gaps in the delivery of disaster case management services to children; statutes prohibiting FEMA to deliver case management to children; and possible recommendations to fill those gaps.

FEMA recognizes the importance of this initiative and remains committed to supporting the NCCD, both now and into the future.

Question: Please describe FEMA's efforts to provide disaster assistance to those with limited English proficiency.

ANSWER: FEMA actively continues to work to improve communication with non-English speaking populations.

Highlights of FEMA's efforts are as follows:

- FEMA established a Multilingual Function as part of the External Affairs Office at headquarters. The Multilingual Function has:
 - Provided extended written translation and desktop publishing, interpretation and transcription services, including Sign Language and Braille, under all Presidentially-declared disasters to support the limited English proficiency and special needs communities.
 - In compliance with the Post Katrina Emergency Management Reform Act (PKEMRA), has pre-identified the top languages for translation support services. Those languages are Arabic, Chinese, French (Haitian-Creole), Hindi, Italian, Japanese, Korean, Russian, Spanish, Tagalog, Vietnamese and Urdu.
 - Developed and continues to update Multilingual Nationwide and State Media Distributions List in Spanish, Vietnamese, Korean, Japanese, Chinese and Tagalog. Also, an American Disabilities Act-related Media Distribution List was created and is kept updated.
 - Developed, translated and continuously updates various FEMA's websites such as
 - FEMA en Español (http://www.fema.gov/spanish/index_spa.shtm)
 - the Registration online tool (<https://www.disasteraid.fema.gov/IAC/language.do?language=es>)
 - the National Emergency Family Registry and Locator System (<https://asf.fema.gov/inter/nefrls/home.htm> - at this moment since the application is not active the Spanish version is not available for viewing) and
 - Disaster Assistance Spanish Webpage that provides citizens the ability to locate and apply for disaster relief (http://www.disasterassistance.gov/daip_es.portal)

- Field deployment capabilities as follows:
 - Bilingual Public Affairs officers to ensure appropriate outreach with multilingual media to disseminate information, conduct news desk responses and monitor media reports.
 - Diversity Federal Coordinating Officers, when appropriate, to conduct unconventional outreach efforts with communities isolated due to language, cultural or religious differences. Diversity Federal Coordinating Officers report directly to the President appointed Federal Coordinating Officer for the disaster.
 - Multilingual community relations specialists to make direct contact and provide guidance to disaster victims.
 - Language (i.e. Japanese, Cantonese/Mandarin, Vietnamese) and American Sign Language Interpreters to support community and town hall meeting as well as Disaster Recovery Centers.

Question: Does FEMA apply income standards to disaster victims prior to providing housing or other Federal assistance?

ANSWER: The Housing Assistance provision of the Individuals and Households Program includes two main types of assistance- Temporary Housing Assistance and Repair/Replacement Assistance for real property. Initial housing assistance is not income dependent; that is, FEMA does not apply income standards to disaster victims prior to providing initial housing assistance. However, when determining eligibility for continued temporary housing assistance, FEMA has the authority to implement criteria that is based on applicant's financial ability to pay. The paragraph below explains this authority:

44 CFR 206.114 – Criteria for continued Assistance; more specifically, 206.114(a), reads in part, "...based on need, and generally only when adequate, alternate housing is not available...." The key phrase is "adequate, alternate housing." This phrase has been defined in the regulations at 44 CFR 206.111 – Definitions. The definition of adequate, alternate housing includes the criteria of "financial ability." That is, the housing is within the financial ability of the household. To minimize any ambiguity with the financial ability phrase, it was defined. Financial ability is defined as, "...the applicant's capability to pay housing costs. If the household income has not changed subsequent to or as a result of the disaster then the determination is based upon the amount paid for housing before the disaster. If the household income is reduced as a result of the disaster then the applicant will be deemed capable of paying 30 percent of gross post disaster income for housing." This is where the "income test" or "30% rule" is introduced.

Subsequent assistance for Repair/Replacement assistance is not based on an applicant's income.

The Other Needs Assistance (ONA) provision of the Individuals and Households Program provides grants for other uninsured, disaster-related necessary expenses and serious needs. ONA includes assistance for personal property (e.g. clothing, household items, etc), transportation, funeral, dental, and medical, and other miscellaneous expenses (e.g. wet/dry vacuum, air purifier, dehumidifier, etc). Funeral, dental, medical, and miscellaneous expenses are not awarded based on income. However, before FEMA can determine an applicant's eligibility for ONA personal property and transportation assistance, the applicant must first apply for a disaster loan from the Small Business Administration. If SBA denies the applicant's request for the disaster loan and the applicant is referred back to FEMA, FEMA may then provide an ONA grant for personal property and/or transportation assistance. When determining an applicant's eligibility for a disaster loan, the SBA factors in financial criteria such as income, existing debt, and ability to pay the loan.

Declarations

Question: The District of Columbia asked and was issued an emergency declaration prior to the Inauguration. Please explain the rationale behind the DC Inauguration declaration. Are we now going to declare emergencies following other large events, like Super Bowls?

ANSWER: On January 13, 2009, the President, based on the unprecedented concerns related to crowd size and control, declared that an emergency exists in the District of Columbia and ordered federal aid to supplement the District's response efforts in support of the 56th Presidential Inauguration. The declaration made available funding and support for the purposes of ensuring the District of Columbia and the Federal Government were optimally prepared and postured to respond to the 56th Presidential Inauguration, beginning on January 17 through January 21. The President's action authorized FEMA to provide appropriate assistance for certain emergency protective measures, authorized under Title V of the Stafford Act. FEMA was also authorized and prepared to coordinate any necessary response efforts, should an emergency arise. Specifically, assistance was available to the District for emergency protective measures that were undertaken to save lives and protect public health and safety. Direct federal assistance, at 100 percent federal funding would be provided during the period of January 17-21, 2009, and reimbursement of emergency protective measures (Category B), under the Public Assistance program, at 100 percent federal funding for work performed on January 20, 2009. FEMA would reimburse for eligible emergency protective measures performed on January 20, 2009, only if the District had expended on the Presidential Inauguration during the period of January 17-21, 2009, the \$15 million appropriated to it for "Emergency Planning and Security Costs" by the Continuing Appropriations Resolution 2009, P.L. 110-329.

While the President retains sole authority to declare emergencies, FEMA does not contemplate declarations for other traditional National Special Security Events.

Question: Why were the Virginia and Maryland Inauguration emergency declaration requests not approved?

ANSWER: The Virginia and Maryland requests for an emergency declaration as a result of the 56th Presidential Inauguration from Virginia and Maryland are currently under review.

Question: What is the threshold for receiving an emergency declaration?

ANSWER: Pursuant to Section 501 of the Stafford Act, an emergency declaration shall be based on a finding that the situation is of such severity and magnitude that effective response is beyond the capabilities of the state and the affected local governments and that federal assistance is necessary. As a part of such request, and as a prerequisite to emergency assistance under this Act, the governor shall take appropriate action under state law and direct execution of the state's emergency plan. The governor shall furnish information describing the state and local efforts and resources which have been or will be used to alleviate the emergency, and will define the type and extent of federal aid required. Based upon such governor's request, the President may declare that an emergency exists.

In evaluating a governor's request for a emergency declaration a number of primary factors, along with other relevant information, are considered in developing a recommendation to the President under 44 CFR Part 206.35.

Question: What is the threshold for receiving a major disaster declaration?

ANSWER: Pursuant to Section 401 of the Stafford Act, a major disaster declaration shall be based on a finding that the disaster is of such severity and magnitude that effective response is beyond the capabilities of the state and the affected local governments and that federal assistance is necessary. As part of such request, and as a prerequisite to major disaster assistance under this Act, the governor shall take appropriate response action under state law and direct execution of the state's emergency plan. The governor shall furnish information on the nature and amount of state and local resources which have been or will be committed to alleviating the results of the disaster, and shall certify that, for the current disaster, state and local government obligations and expenditures (of which state commitments must be a significant proportion) will comply with all applicable cost-sharing requirements of this Act. Based on the request of a governor under this section, the President may declare under this Act that a major disaster or emergency exists.

In evaluating a governor's request for a major disaster declaration, a number of primary factors, along with other relevant information, are considered in developing a recommendation to the President for supplemental disaster assistance under 44 CFR Part 206 Subpart B.

Emergency Management Assistance Compact (EMAC)

Question: Please explain the process for reimbursing states and localities that provide mutual aid assistance to other states during disasters.

ANSWER: A Mutual Aid Agreement is an agreement between jurisdictions or agencies to provide services across boundaries in the event of an emergency or major disaster. The conditions of the agreement can be to provide reciprocal services or direct payment for services. FEMA will reimburse mutual aid costs for emergency work provided that the work meets the following criteria:

- The entity that received the aid was charged for that aid. For example, Green County removes debris in Blue County. As part of their mutual aid agreement, Green County charges Blue County for the work. FEMA may provide funding to Blue County.
- Payment under the agreement is not contingent on receipt of federal funding.
- The receiving entity can provide documentation of work accomplished, invoices for services provided by the assisting entity, and payment for services.
- The claimed costs are reasonable.
- The claimed costs are in accordance with FEMA's mutual aid policy (i.e., the aid was requested and the work is eligible for assistance).
- States that provide resources through mutual aid to a requesting state are reimbursed for their costs through the requesting state. FEMA provides reimbursement to the declared state impacted by the disaster, and that state reimburses the donating state for the resources provided through mutual aid.

The employees of the entity providing supplemental assistance are considered as extra hires or contract labor; therefore, both regular and overtime labor costs are eligible. The receiving entity is responsible for requesting FEMA assistance and for the non-federal cost share.

The mutual aid provisions are not applicable in the situation where a division of one entity provides labor to another division of the same local or state entity.

Question: Is it possible for FEMA to directly reimburse states and localities that provided assistance through mutual aid agreements?

ANSWER: With one exception, no. Mutual aid is an agreement between jurisdictions or agencies to provide services across boundaries in the event of an emergency or major disaster. Other mutual aid agreements may be used by and between local governments and eligible private nonprofit organizations to render aid within a state. FEMA provides reimbursement through the Public Assistance program to eligible applicants for the costs they incur in responding to and recovering from the impact of disasters. The Public Assistance program provides this funding through a grant to the declared state, and eligible applicants may apply through the state as subgrantees for reimbursement of their eligible disaster-related costs. These costs may include costs incurred through mutual aid agreements. However, reimbursement is provided through the declared state and the eligible local jurisdiction that was affected by the disaster.

The sole exception is when states provide shelter to out-of-state evacuees from a state affected by a Presidentially declared disaster or emergency. FEMA may, under certain conditions, reimburse a portion of those eligible host-state sheltering costs directly.

Disaster Relief Fund

Question: Please provide a projection of disaster costs for the remainder of fiscal year 2009 based on current assumptions using historical averages and probabilities of disasters.

ANSWER: Based on current projections, FEMA estimates obligating \$5.7 billion in support of disaster from March to September 2009 (i.e., remainder of the fiscal year).

Question: What was the average amount spent on disasters in fiscal years 2006, 2007, and 2008?

ANSWER: The table that follows sets forth the total costs and average costs per disaster

BFY	Obligations	Number of DRs*	Average
2008	\$8,945,294,063.31	387	\$23,114,454.94
2007	\$8,122,493,615.99	359	\$22,625,330.41
2006	\$21,981,770,357.74	319	\$68,908,371.03

* - number of disaster that had funds obligated during the fiscal year

Question: What is FEMA's definition of a catastrophic disaster? What dollar threshold must be met to be considered catastrophic?

ANSWER: One of the primary challenges FEMA and the emergency management community face is the formulation of clear definition of a catastrophic disaster.

Section 102(2) of the Stafford Act in pertinent part states that a major disaster is any natural catastrophe, including any hurricane, tornado, storm, high water, wind-driven water, tidal wave, tsunami, earthquake,

volcanic eruption, landslide, mudslide, snowstorm or drought, or regardless of cause, any fire, flood or explosion, in any part of the United States.

Under the National Response Framework, a catastrophic incident is defined as any natural or manmade incident, including terrorism, which results in extraordinary levels of mass casualties, damage or disruption severely affecting the population, infrastructure, environment, economy, national morale and/or government functions.

These events immediately overwhelm the functions of the state and local governments ability to respond; cover a large geographic area; adversely impact business and local infrastructure, including first responders, utilities and services, power and water; impact a extraordinary number of residents; and depending on the nature of the event cause mass evacuations and relocations, a substantial need for mass sheltering and feeding within, near and beyond the disaster-affected area.

There is no dollar threshold for a catastrophic disaster. Projections for the life of a disaster greater than \$500 million are derived historically based on an understanding between OMB and FEMA. The event described above is situationally dependent and could occur when the state and local governments are immediately overwhelmed.

Gulf Coast Recovery

Question: What steps is FEMA taking to investigate news accounts of sexual harassment and cronyism in the FEMA Gulf Coast recovery office?

ANSWER: FEMA takes every complaint seriously, formal or informal, and will continue to work aggressively with our Equal Employment Opportunity (EEO) and Alternative Dispute Resolution offices to resolve issues and foster a better working environment.

At the request of the Acting Administrator, the EEO office deployed a tiger team consisting of Headquarters Senior Equal Rights specialists to the GCRO to conduct a climate survey and report the results to FEMA headquarters senior leadership.

FEMA has taken additional steps to respond to EEO complaints within our Gulf Coast Recovery Office (GCRO) including:

- FEMA will be expanding the initial climate assessment to include an on-line survey for all employees. The survey is being developed outside of the Louisiana and Mississippi transitional recovery offices.
- FEMA will also create employee focus groups so that ideas can be shared and implemented to further improve operations.
- Ongoing and annual training are conducted within all disaster operations. Deployed and Agency HQ staff have annual EEO training requirements. The FEMA Office of Equal Rights has developed on-line EEO training and NO FEAR training modules.

As a general policy and part of the Agency's mission, FEMA investigates and takes corrective action to address any and all violations of EEO laws and regulations.

Question: When will the FEMA Gulf Coast recovery office begin to transfer recovery work to the FEMA Region VI? When will the New Orleans based office close?

ANSWER: Nearly three and a half years after Hurricanes Katrina and Rita, the Gulf Coast states continue to press forward and make progress toward recovery. The recovery is not without its challenges, as the magnitude of these storms caused an unprecedented level of destruction. FEMA continues to play an integral part in the recovery. Through its Transitional Recovery Offices (TROs) in Alabama, Mississippi, Louisiana and Texas, The Agency works diligently to balance expediency and accountability, and support the efforts of state and local counterparts. This collaboration has resulted in significant progress.

The TROs in Alabama and Texas are being right-sized to smaller offices that better reflect the rate at which recovery missions have progressed in those states. Alabama transitioned from GCRO oversight to Region IV on November 9, 2008, and Texas transitioned from GCRO oversight to Region VI on February 15, 2009.

The Louisiana TRO has also assumed responsibility for the recovery mission for Hurricanes Gustav and Ike from Region VI. Emergency and major disaster declarations for Hurricane Gustav in Mississippi were minimal; therefore, the Joint Field Office established for the emergency continued to manage the ensuing recovery.

FEMA will continue evaluating the status of the recovery operations in Louisiana and Mississippi and make organizational modifications as appropriate to the evolving work level.

Together, with our partners throughout the federal, state, local, and voluntary agency communities, FEMA will continue to support states as they bring their infrastructure back to meet the needs of its citizens and actively work with individuals as they pursue housing assistance solutions that will effectively, and compassionately, help individuals and communities recover, re-establish and reclaim their neighborhoods.

FEMA will remain on the ground, shoulder-to-shoulder with our state and local partners, as they undertake major repairs and construction projects to their roads, bridges, schools, utilities and other public facilities. As brick and mortar projects are begun, we will continue to identify additional eligible work as it emerges or is identified, and continue to reimburse actual costs for any eligible work.

FEMA currently does not have an established closure date for the Louisiana TRO. FEMA will continue evaluating the status of the recovery operation in Louisiana. As the recovery missions reach a state of near completion and it no longer warrants the need for a dedicated recovery organization, FEMA will evaluate the timeframe for the transition of these offices from GCRO oversight to the appropriate regional office as well as the potential closure date for the New Orleans office.

Question: FEMA's Hazard Mitigation Program provides grants to assist communities to implement long-term hazard mitigation measures as they repair or rebuild following disasters. In Louisiana, they have obligated \$345 million of the \$1.47 billion available. In Mississippi, they have obligated \$148 million of the \$393 million available. That funding could be used to elevate homes, install shutters, and other home improvements that would solidify structures during the next disaster. What are the impediments to implementing this program?

ANSWER: Authorized under the Stafford Act, Hazard Mitigation Grant Program (HMGP) funding is available to states following a disaster to fund cost-effective mitigation projects. Funds available under HMGP may be used to flood-proof or elevate existing properties, acquire and relocate homes from hazard prone areas, and implement minor flood control measures.

Potential projects submitted by applicants must conform to state and local hazard mitigation plans, be technically feasible, and meet environmental/historic preservation requirements. This program is not designed for immediate response, but as a long term solution to reduce risk flooding and other hazards.

Currently, the most significant hurdle to the obligation and liquidation of HMGP funds available to Mississippi and Louisiana as a result of Hurricanes Katrina and Rita is the states' submission of HMGP applications to FEMA. Because the HMGP is a state-managed program, FEMA can only consider, and subsequently fund, the applications a state submits to FEMA.

Although both states have made significant progress, hundreds of potential projects are still in development and applications have yet to be submitted to FEMA. FEMA is working closely with each state to facilitate application development and submittal within the application deadlines.

The states have also accepted some technical assistance from FEMA with application identification and development.

Question: Are there any plans to extend the availability of Hazard Mitigation funds that are set to expire in Louisiana and Mississippi (LA's deadline is June 30, 2009 and MS's deadline is March 2, 2009)?

ANSWER: The HMGP application deadline for Mississippi and Louisiana has been extended to June 30, 2009. FEMA will continue to evaluate the States' progress on submitting applications for this program and approve eligible applications as soon as possible.

Question: What is the status of rebuilding Charity Hospital in New Orleans?

ANSWER: FEMA has approved a Public Assistance grant of \$150 million to repair all disaster-related damages, including contents, to Charity Hospital. However, the State of Louisiana disputes this amount, contending that actual damage costs are \$284 million and, because that exceeds 50% of the cost to repair the hospital, that FEMA should provide \$492 million to fully replace the hospital. FEMA has determined that many of the \$284 million in damages claimed by Charity were the result of neglect and deferred maintenance, and therefore ineligible for funding.

Question: How much has been spent by FEMA to date on temporary medical facilities in New Orleans?

ANSWER: As of March 26, 2009 FEMA has funded approximately \$187 million on temporary medical facilities in New Orleans to the following applicants in New Orleans:

Applicant	Total Obligated
Children's Hospital	\$ 224,625.53
Daughters of Charity	\$ 102,510.00
LSU Healthcare Services Division (LSU HCSD / MCLNO) Charity	\$ 90,993,550.44
LSU Health Sciences Center (LSU HSC)	\$ 69,787,153.14
Facility Planning and Control for: (\$ 1,096,899.07)	
LSU HCSD	\$ 690,314.71
LSU HSC	\$ 406,584.36
LA Department of Health & Hospitals-Office of Public Health	\$ 2,110,076.75
Ochsner Clinical Foundation	\$ 168,327.76
Orleans Parish Criminal Sheriff	\$ 12,117,437.66
St. Margaret's	\$ 11,014,500.00
GRAND TOTAL	\$ 187,615,080.35

Question: How much has been spent by FEMA on Katrina Disaster Housing Assistance Program?

ANSWER: Grant funding as of February 11, 2009 is provided in the following table:

HAP	HUD Admin Fees	Case Mgmt	Placement Fees	Cumulative
312,129,677	72,399,027	55,535,882	49,713,000	489,777,586

**HUD Admin Fees - Administrative fees to the PHAs, HAP - Rent paid to Landlords

Additionally, Salaries and Expenses - this money goes directly to HUD, \$14,773,154.

Economic Crisis

Question: The national economy has been in a recession since December 2007. With many states facing dramatic cuts across the board due to the economic turmoil, reductions in resources may diminish a state's preparedness and response capabilities. When recommending a disaster declaration does FEMA consider a state's economic resiliency in the wake of a disaster?

ANSWER: "Economic resiliency" is not an established factor under regulations. However, FEMA does consider the impact of major disasters declared for the state over the previous 12 months, and that consideration includes financial impact.

Question: FEMA can recommend adjustments in federal-state cost sharing agreements to assist state and local governments and certain private nonprofit entities that incur extraordinary expenses in the wake of disasters. When recommending an increase to the federal share, how often do you take into consideration a state's economic hardship and specifically how does the current national economic crisis weigh into those decisions?

ANSWER: Under the Public Assistance Program, the Federal Government is responsible for supplementing the efforts and available resources of state and local governments when the President declares a disaster or emergency. Because funding provided by the program is supplementary in nature, an appropriate sharing of costs between the Federal and state governments must be determined. While it may be adjusted depending on the severity of a disaster, the minimum federal cost share is 75 percent of eligible costs.

The guidelines for FEMA making a recommendation to adjust the federal cost share are outlined in regulation (44 CFR 206.47). The President may increase the federal cost share for emergency work for a limited period of time in the initial days after an incident. FEMA may also recommend to the President a cost share adjustment of up to 90 percent for both emergency and permanent work whenever the severity of the event results in actual federal obligations exceeding a threshold established in the regulations. Currently, this threshold is \$122 per capita of actual federal obligations in disaster relief programs administered by FEMA, less administrative expenses.

FEMA makes recommendations for cost share adjustments based on the severity of the impact of the disaster event. An additional consideration is the impact of major disaster declarations in the state during the preceding 12-month period. The regulations do not make provisions for the consideration of the budget or economic situation of a state. Under FEMA regulations, FEMA may consider recent disaster activity that has impacted a State as part of making a recommendation.

FEMA makes recommendations for cost share adjustments based on the severity of the impact of the disaster event. The regulations do not make provisions for the consideration of the budget or economic situation of a state or the nation as a whole, other than as noted in the previous response.

Logistics

Question: After disasters, we often hear stories regarding FEMA's lack of logistics capability. The news stories range from FEMA not knowing where its shipments are to victims being passed by while FEMA delivers to other communities. Who is responsible for dispensing commodities? Is it the State responsibility or is it FEMA's? Who is responsible for choosing locations for distribution?

ANSWER: A two-tiered distribution system is employed for delivering resources into the affected area during disaster responses. Local officials and the state are responsible for developing priorities and establishing Points of Distribution locations for dispensing commodities to disaster survivors. FEMA delivers federal resources to the affected areas as requested and prioritized by both state and local officials.

Ensuring the overall efficient and effective delivery of commodities to the affected area is the shared responsibility of FEMA and the state. However, State and local officials are responsible for direct dispensing of commodities at designated PODs. In addition, FEMA may distribute commodities through non-profit organizations and often does so.

Locations for distribution, known as Points of Distribution (PODs), are selected by state and local authorities:

Disaster Housing

Question: The National Disaster Housing Strategy states that FEMA and HUD will partner to provide Federal interim housing assistance. It goes on to state that when Federal permanent housing assistance is needed, HUD will have the lead responsibility under this Strategy and will coordinate with its partners to provide housing and community development resources. Are there any plans in the works to formalize the goal of HUD taking lead responsibility for housing?

ANSWER: The National Disaster Housing Task Force, with joint membership and participation from FEMA and HUD (among others) will continue to build from lessons learned through previous disasters and will work to further clarify roles and responsibilities in these instances, and propose a formal delineation of responsibilities.

By law, FEMA is authorized to provide temporary housing following a disaster; FEMA is only authorized to fund the construction of semi-permanent and or permanent housing when no other resources are available and temporary housing units are not an appropriate solution. In those rare and catastrophic circumstances, when federal permanent housing assistance is needed, FEMA and HUD will work with the state-led Housing Task Force and our various federal and private partners to ensure that permanent solutions for housing are provided.

Exercises

Question: According to Major General Tonini, there should be an emergency response plan and annual disaster exercise that is FEMA-funded. He stated that Kentucky was very fortunate to have just completed a catastrophic exercise, which served as a rehearsal for the 2009 ice storms. The General stated that the exercise concept was initiated, led, and executed by Kentucky's National Guard. According to FEMA's Acting Deputy Administrator, FEMA initiated a disaster exercise in 2008 for the New Madrid Seismic Zone. According to a FEMA press release, the agency worked with numerous Federal partners and eight states, including Kentucky,

to develop a comprehensive response plan. Can you explain the discrepancies in these statements and detail who paid for and participated in 2008 catastrophic exercises in Kentucky?

ANSWER: States routinely plan, train, exercise and equip for disasters - within their respective boundaries - utilizing grant funding from FEMA and other federal agencies. Aside from the grant funding each state receives, technical assistance can also be requested for planning, training and exercises within their respective state. These requests are routed through the FEMA Region to FEMA's National Preparedness Directorate. Since 2005, the Kentucky State Administrative Agency (SAA) has requested support for 4 exercises, and technical assistance was provided for each exercise.

When an issue, such as the New Madrid Seismic Zone, crosses multiple states within a region, FEMA provides additional technical assistance and support. As the Acting Deputy Administrator stated, FEMA is actively engaged - through planning, training and exercise initiatives - to enhance the region's awareness of the potential impacts of an earthquake event involving the New Madrid Seismic Zone. These activities include:

- FEMA's Catastrophic Disaster Planning Initiative
<http://www.cusec.org/documents/cusec/nmszplanning.pdf>
- The 11th Annual Federal Emergency Management Higher Education Conference held on June 2-5, 2008 in Emmitsburg, MD <http://training.fema.gov/emiweb/edu/educonference08.asp>
- National Level Exercise (NLE) 2011: A national level exercise with scenario elements that focus on the NMSZ.

The Kentucky National Guard held a full-scale Catastrophic Earthquake Exercise testing their capabilities in conjunction with limited civilian resource capabilities annually from 2005-2009. This helped to better prepare the state and highly impacted counties for a major earthquake, focusing on continuity of government, regional operations centers, emergency operations plans, damage assessment and points of distribution. In 2008, the exercise corresponded with the FEMA/Kentucky State New Madrid Catastrophic Planning Workshop, which was held the week after the KYNG full scale exercise in Western Kentucky. The exercise was state funded, while the workshop was funded utilizing FEMA catastrophic planning dollars through the Central United States Consortium. The workshop was over a week long had over 200 participants.

States routinely exercise for disasters utilizing grant funding from FEMA and other Federal agencies.

- The Kentucky National Guard exercise was funded through Military Affairs with in-kind funding (manpower, etc...) provided by Kentucky Emergency Management and local jurisdictions. The Kentucky Office of Homeland Security Exercise Program also funded portions of the exercise and assisted with the scenario. Their program funding stream is explained above.
- In FY2007, the amount of Kentucky's State Homeland Security Investment Justification for Homeland Security Grant Program (HSGP) was \$38,156,873 of which the state received \$11,756,573.
- In FY2008, the amount of Kentucky's State Homeland Security Investment Justification for HSGP funds was \$27,025,000 of which the state received \$11,885,445. From the amount received, the Kentucky State Administrative Agency (SAA) allocated \$600,000 to support exercise activities.
- The Kentucky Community and Technical College System (KCTCS) is recognized by the Kentucky SAA as its principal partner to implement the state's Homeland Security Exercise and Evaluation Program (KY-HSEEP). In the FY2008 Kentucky Office of Homeland Security (KOHS) Annual Report indicates

that \$1,002,535 was awarded to KCTCS to conduct Homeland Security Exercise and Evaluation (HSEEP) / Training Community First Responders.

- The New Madrid Seismic Zone (NMSZ) catastrophic effort is a collaborative planning initiative funded by the Federal Government. The NMSZ project is designed to identify high risk areas, assess current disaster response capabilities, identify anticipated response shortfalls, and develop comprehensive planning strategies in the eight NMSZ states. The emphasis is on building local and state capabilities that are integrated with federal capabilities.
- Kentucky is a member of the 8 states that make-up the Central United States Earthquake Consortium (CUSEC). Kentucky is identified as high impact state from a NMSZ event. Consequently, they are part of the FEMA/CUSEC catastrophic project that was funded back in 2006 by Congress through FEMA's Disaster Operation Directorate (DOD). To support this effort, FEMA has a contract support team in place to assist with the state's NMSZ Earthquake Annex plans as well with all the discussion-based workshops to orient participants to the plan. All of the workshops have been conducted in 2008 and the 4 regional workshops are underway in 2009, which will lead into a national-level exercise in 2011.

The Innovative Emergency Management (IEM) Corporation is the contractor that is supporting NMSZ catastrophic project. This includes one IEM contractor at each of the eight states, two at the CUSEC HQ's, and one at each of the 4 regional offices as well one at FEMA National DOD to provide technical and other contract support for the HSEEP discussion-based exercises. They are the primary contractor that is assisting the FEMA Regions and states on this project.

Question: What are the benefits for FEMA funding at least one catastrophic exercise in high risk areas at least every other year?

ANSWER: There are several benefits to funding/supporting catastrophic exercise initiatives in high risk areas, some of the broader benefits include:

- Exercises are an essential part of the Preparedness Cycle which must be maintained to ensure national preparedness.
- Exercises allow homeland security and emergency management personnel, from first responders to senior officials, to train and practice prevention, protection, response, and recovery capabilities in a realistic but risk-free environment.
- Exercises are also a valuable tool for assessing and improving performance, while demonstrating community resolve to prepare for major incidents.
- Through exercises, the FEMA's National Preparedness Directorate, aid regional, state, tribal, and local partners in obtaining objective assessments of their capabilities so that gaps, deficiencies, and vulnerabilities are identified and remedied prior to a real incident.

Management

Question: Please list all FEMA political employees who received bonuses in 2008. Include the position, office, and bonus amount.

ANSWER: None. Non-career SES are not eligible for performance bonuses.

Question: Please list all FEMA SES bonuses provided in 2008 by position, office, and bonus amount.

ANSWER: Please see following table.

Component	Position Title	Proposed 2008 Bonus (\$)
REGIONAL ADMINISTRATORS AND OFFICE OF THE ADMINISTRATOR		
FEMA	Regional Administrator (Region IV Atlanta)	\$ 13,081
FEMA	Director, Federal Coordinating Officer Operations	\$ 14,500
FEMA	Regional Administrator (Region III Philadelphia)	\$ 8,034
FEMA	Associate Deputy Administrator, FEMA	\$ 25,830
FEMA	Regional Administrator (Region IX San Francisco)	\$ 24,162
DISASTER ASSISTANCE		
FEMA	Deputy Assistant Administrator, Disaster Assistance	\$ 25,383
FEMA	Director, Public Assistance Division (Disaster Assistance)	\$ 23,667
DISASTER OPERATIONS		
FEMA	Deputy Asst. Administrator, Disaster Operations	\$ 24,039
FEMA	Director, Operations Mgmt. Division, Disaster Ops	\$ 23,775
GRANT PROGRAM DIRECTORATE		
FEMA	Deputy Asst. Administrator, Office of Grants Program	\$ 13,854
LOGISTICS		
FEMA	Deputy Assistant Administrator, Logistics Management	\$ 9,060
FEMA	Assistant Administrator, Logistics Mgmt	\$ 14,008
MANAGEMENT DIRECTORATE		
FEMA	Director, Human Capital Division	\$ 8,961
FEMA	Director, Disaster Reserve Workforce	\$ 15,997
FEMA	CIO/Director, Information Technology Division	\$ 15,170
FEMA	Chief, Acquisition Operations Branch	\$ 21,060
FEMA	Director, Support Services & Facilities Management	\$ 9,975
FEMA	Assistant Administrator, Management Directorate	\$ 25,275
MITIGATION		
FEMA	Deputy Director for Insurance	\$ 8,638
FEMA	Chief, Risk Reduction Branch (Mitigation)	\$ 14,600
NATIONAL CONTINUITY PROGRAMS		
FEMA	Deputy Director, Office of National Continuity Programs	\$ 22,755
FEMA	Deputy Executive Administrator, Emergency Operations Ctr.	\$ 8,638
NATIONAL PREPAREDNESS		
FEMA	Asst. Deputy Administrator for Nat'l Preparedness	\$ 23,775
FEMA	Director, Technology Hazards Division	\$ 14,603
FEMA	Superintendent, Emergency Management Institute (EMI)	\$ 6,764
FEMA	Director, Preparedness Coordination Division	\$ 8,992
POLICY AND PROGRAM ANALYSIS		
FEMA	Director, Strategic Planning and Evaluation	\$ 25,632
U.S. FIRE ADMINISTRATION		
FEMA	Superintendent, National Fire Academy	\$ 16,364

Question: Please list by office and pay grade level the number of non-SES employees who received a bonus or quality step increase (qsi) in 2008, the total bonus/qsi expenditures for the particular office and pay grade, and the total number of employees in the office and pay grade.

ANSWER: Please see the table on the following pages.

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Administrator	02	1	0	0.00	0
Administrator	03	1	0	0.00	0
Administrator	11	1	1	1,394.00	
Administrator	12	7	5	16,884.00	2
Administrator	14	4	3	7,000.00	2
Administrator	15	5	4	15,500.00	2
Total Administrator		19	13	40,778.00	6
Exec Secretariat	11	3	3	5,300.00	
Exec Secretariat	12	1	1	1,500.00	
Exec Secretariat	15	4	4	11,900.00	1
Total Exec Secretariat		8	8	18,700.00	1
Regional Operations	12	1	1	3,000.00	1
Total Regional Operations		1	1	3,000.00	1
Fed Coord Operations	07	2	0	0.00	0
Fed Coord Operations	09	2	0	0.00	0
Fed Coord Operations	13	1	1	2,500.00	0
Fed Coord Operations	15	37	23	65,500.00	3
Total Fed Coord Operations		42	24	68,000.00	3
Gulf Coast Recovery	00	17	0	0.00	0
Gulf Coast Recovery	05	1	0	0.00	0
Gulf Coast Recovery	06	35	0	0.00	0
Gulf Coast Recovery	07	358	0	0.00	0
Gulf Coast Recovery	08	1	0	0.00	0
Gulf Coast Recovery	09	516	0	0.00	0
Gulf Coast Recovery	10	1	0	0.00	1
Gulf Coast Recovery	11	369	147	120,406.78	0
Gulf Coast Recovery	12	243	122	106,887.17	0
Gulf Coast Recovery	13	97	50	46,944.06	0
Gulf Coast Recovery	14	54	30	32,725.41	0
Gulf Coast Recovery	15	22	16	20,250.00	0
Total Gulf Coast Recovery		1,714	365	327,213.42	1
Faith Based & Comm	11	1	0	0.00	0
Faith Based & Comm	13	1	0	0.00	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Faith Based & Comm	15	1	0	0.00	0
Total Faith Based & Comm		3	0	0.00	0
External Affairs Dir	00	106	0	0.00	0
External Affairs Dir	08	3	0	0.00	0
External Affairs Dir	09	2	0	0.00	0
External Affairs Dir	11	7	6	10,557.78	0
External Affairs Dir	12	8	13	19,321.87	0
External Affairs Dir	13	26	16	48,868.00	1
External Affairs Dir	14	19	20	36,368.89	0
External Affairs Dir	15	12	11	26,487.00	1
Total External Affairs Dir		183	66	141,603.54	2
Financial Officer	00	26	0	0.00	0
Financial Officer	05	15	0	0.00	0
Financial Officer	06	18	0	0.00	0
Financial Officer	07	15	0	0.00	0
Financial Officer	09	38	0	0.00	0
Financial Officer	11	13	21	28,350.00	0
Financial Officer	12	36	28	45,200.00	0
Financial Officer	13	34	29	58,850.00	0
Financial Officer	14	24	30	64,307.00	0
Financial Officer	15	13	20	63,000.00	0
Total Financial Officer		232	128	259,707.00	0
Chief Counsel	00	41	0	0.00	0
Chief Counsel	07	1	0	0.00	0
Chief Counsel	09	2	0	0.00	0
Chief Counsel	11	3	4	6,020.00	0
Chief Counsel	12	2	2	1,720.00	0
Chief Counsel	13	9	7	6,412.00	0
Chief Counsel	14	22	31	41,669.00	1
Chief Counsel	15	24	33	58,387.00	2
Total Chief Counsel		104	77	114,208.00	3
Management	04	1	0	0.00	0
Management	12	1	0	0.00	0
Management	14	2	2	1,498.00	0
Management	15	3	2	5,288.00	0
Total Management		7	4	6,786.00	0
Human Capital	00	14	0	0.00	0
Human Capital	04	1	0	0.00	0
Human Capital	05	7	0	0.00	0
Human Capital	06	9	0	0.00	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Human Capital	07	22	0	0.00	0
Human Capital	08	9	0	0.00	0
Human Capital	09	16	0	0.00	1
Human Capital	11	9	14	18,945.00	1
Human Capital	12	22	16	21,942.55	0
Human Capital	13	28	26	39,176.00	1
Human Capital	14	26	26	53,823.00	1
Human Capital	15	15	13	49,661.00	0
Total Human Capital		178	95	183,547.55	4
Security	00	89	0	0.00	0
Security	05	1	0	0.00	0
Security	06	1	0	0.00	0
Security	07	1	0	0.00	0
Security	08	1	0	0.00	0
Security	09	1	0	0.00	0
Security	11	2	1	1,500.00	0
Security	12	13	12	19,083.00	0
Security	13	7	7	7,698.00	1
Security	14	5	4	11,000.00	0
Security	15	1	1	1,000.00	0
Total Security		122	25	40,281.00	1
Records Mgmt	05	1	0	0.00	0
Records Mgmt	07	2	0	0.00	0
Records Mgmt	09	1	0	0.00	0
Records Mgmt	11	3	1	650.00	0
Records Mgmt	12	8	7	11,090.02	0
Records Mgmt	13	5	4	9,050.00	0
Records Mgmt	14	4	5	14,243.34	0
Records Mgmt	15	1	1	4,300.00	0
Total Records Mgmt		25	18	39,333.36	0
Supp Serv & Fac Mgmt	00	48	0	0.00	0
Supp Serv & Fac Mgmt	05	2	0	0.00	0
Supp Serv & Fac Mgmt	06	2	0	0.00	0
Supp Serv & Fac Mgmt	07	2	0	0.00	0
Supp Serv & Fac Mgmt	09	1	0	0.00	0
Supp Serv & Fac Mgmt	11	11	5	12,283.00	0
Supp Serv & Fac Mgmt	12	10	7	14,820.00	0
Supp Serv & Fac Mgmt	13	14	13	38,620.00	2
Supp Serv & Fac Mgmt	14	9	5	19,409.00	1
Supp Serv & Fac Mgmt	15	5	5	17,565.00	0
Total Supp Serv & Fac Mgmt		104	35	102,697.00	3

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Info Tech Services	00	7	0	0.00	0
Info Tech Services	03	1	0	0.00	0
Info Tech Services	05	1	0	0.00	0
Info Tech Services	06	2	0	0.00	0
Info Tech Services	07	13	0	0.00	0
Info Tech Services	09	46	0	0.00	0
Info Tech Services	11	82	28	40,500.00	0
Info Tech Services	12	86	48	71,925.00	1
Info Tech Services	13	88	65	115,073.34	0
Info Tech Services	14	72	73	144,222.00	4
Info Tech Services	15	23	28	70,000.00	2
Total Info Tech Services		421	242	441,720.34	7
Acquisition	00	28	0	0.00	0
Acquisition	05	1	0	0.00	0
Acquisition	06	1	0	0.00	0
Acquisition	07	4	0	0.00	0
Acquisition	09	4	0	0.00	0
Acquisition	11	12	7	8,763.37	1
Acquisition	12	30	26	40,061.81	0
Acquisition	13	32	19	43,566.76	2
Acquisition	14	35	40	99,206.83	3
Acquisition	15	13	17	53,562.19	1
Total Acquisition		160	109	245,160.96	7
Policy & Pgm Analysis	11	2	2	3,000.00	0
Policy & Pgm Analysis	14	4	3	4,000.00	0
Policy & Pgm Analysis	15	4	4	7,500.00	0
Total Policy & Pgm Analysis		10	9	14,500.00	0
Nat Cap Reg Coord	12	2	0	0.00	0
Nat Cap Reg Coord	13	2	0	0.00	0
Nat Cap Reg Coord	14	1	1	4,000.00	1
Nat Cap Reg Coord	15	5	5	33,084.00	3
Total Nat Cap Reg Coord		10	6	37,084.00	4
Equal Rights	00	42	0	0.00	0
Equal Rights	05	1	0	0.00	0
Equal Rights	08	3	0	0.00	0
Equal Rights	09	2	0	0.00	0
Equal Rights	11	13	8	9,000.00	0
Equal Rights	12	3	2	3,300.00	0
Equal Rights	13	3	3	6,900.00	0
Equal Rights	14	2	1	2,700.00	0
Equal Rights	15	1	0	0.00	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Total Equal Rights		70	14	21,900.00	0
Grants	00	3	0	0.00	0
Grants	04	1	0	0.00	0
Grants	05	1	0	0.00	0
Grants	07	1	0	0.00	0
Grants	09	3	0	0.00	0
Grants	11	3	4	7,000.00	0
Grants	12	11	14	27,250.00	0
Grants	13	51	84	167,300.00	4
Grants	14	22	40	98,250.00	0
Grants	15	15	20	64,500.00	1
Total Grants		111	162	364,300.00	5
Disaster Operations	00	1,599	0	0.00	0
Disaster Operations	05	1	0	0.00	0
Disaster Operations	07	16	0	0.00	1
Disaster Operations	08	3	0	0.00	0
Disaster Operations	09	11	0	0.00	0
Disaster Operations	11	38	31	71,652.00	0
Disaster Operations	12	205	148	357,374.10	4
Disaster Operations	13	62	55	166,125.63	0
Disaster Operations	14	45	35	133,375.79	4
Disaster Operations	15	25	21	110,000.00	1
Total Disaster Operations		2,005	290	838,527.52	10
** Response	00	2	0	0.00	0
** Response	09	1	0	0.00	0
** Response	13	3	4	9,500.00	0
** Response	14	7	8	22,298.00	0
Total ** Response		13	12	31,798.00	0
Logistics	00	814	0	0.00	0
Logistics	04	2	0	0.00	0
Logistics	05	2	0	0.00	0
Logistics	06	9	0	0.00	0
Logistics	07	16	0	0.00	0
Logistics	08	18	0	0.00	0
Logistics	09	29	0	0.00	0
Logistics	10	3	3	2,664.00	0
Logistics	11	68	89	94,823.75	0
Logistics	12	60	90	95,721.25	1
Logistics	13	23	25	44,834.00	1
Logistics	14	15	13	24,289.10	0
Logistics	15	9	9	38,811.00	2

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Total Logistics		1,068	229	301,143.10	4
Disaster Assistance	00	79	0	0.00	0
Disaster Assistance	02	3	0	0.00	0
Disaster Assistance	04	7	0	0.00	0
Disaster Assistance	05	26	0	0.00	0
Disaster Assistance	06	40	0	0.00	0
Disaster Assistance	07	245	0	0.00	0
Disaster Assistance	09	1,023	0	0.00	1
Disaster Assistance	11	294	46	96,527.22	0
Disaster Assistance	12	190	72	174,042.16	2
Disaster Assistance	13	58	27	77,850.52	1
Disaster Assistance	14	29	19	70,935.71	2
Disaster Assistance	15	12	9	35,215.34	2
Total Disaster Assistance		2,006	173	454,570.95	8
** Recovery	03	1	0	0.00	0
** Recovery	07	2	0	0.00	0
** Recovery	09	8	0	0.00	0
** Recovery	11	3	0	0.00	0
** Recovery	12	17	7	13,776.74	0
** Recovery	13	14	7	28,071.00	1
** Recovery	14	11	7	19,549.76	1
** Recovery	15	10	9	30,715.34	1
Total ** Recovery		66	30	92,112.84	3
Mitigation	00	36	0	0.00	0
Mitigation	06	3	0	0.00	0
Mitigation	07	1	0	0.00	0
Mitigation	08	6	0	0.00	0
Mitigation	09	8	0	0.00	1
Mitigation	11	15	9	19,067.00	0
Mitigation	12	24	13	24,037.11	0
Mitigation	13	53	50	117,326.27	3
Mitigation	14	61	67	175,435.44	6
Mitigation	15	34	46	137,590.66	6
Total Mitigation		241	185	473,456.48	16
Nat. Preparedness	00	14	0	0.00	0
Nat. Preparedness	05	4	0	0.00	0
Nat. Preparedness	06	4	0	0.00	0
Nat. Preparedness	07	15	0	0.00	0
Nat. Preparedness	08	7	0	0.00	1
Nat. Preparedness	09	15	0	0.00	0
Nat. Preparedness	11	33	26	51,357.06	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Nat. Preparedness	12	39	46	78,594.55	1
Nat. Preparedness	13	73	88	205,319.09	3
Nat. Preparedness	14	55	62	160,927.76	2
Nat. Preparedness	15	22	26	92,884.06	4
Total Nat. Preparedness		281	248	589,082.52	11
** Preparedness	14	2	3	9,500.00	0
Total ** Preparedness		2	3	9,500.00	0
Nat. Continuity Pgms	02	2	0	0.00	0
Nat. Continuity Pgms	04	26	0	0.00	0
Nat. Continuity Pgms	05	6	0	0.00	0
Nat. Continuity Pgms	06	28	0	0.00	0
Nat. Continuity Pgms	07	56	0	0.00	0
Nat. Continuity Pgms	08	54	0	0.00	1
Nat. Continuity Pgms	09	44	0	0.00	2
Nat. Continuity Pgms	10	27	33	37,018.55	0
Nat. Continuity Pgms	11	69	85	121,578.97	3
Nat. Continuity Pgms	12	58	53	89,479.03	1
Nat. Continuity Pgms	13	49	43	86,703.81	4
Nat. Continuity Pgms	14	24	21	58,769.05	2
Nat. Continuity Pgms	15	17	12	41,724.28	3
Total Nat. Continuity Pgms		460	247	435,273.69	16
Fire Administration	04	1	0	0.00	0
Fire Administration	05	2	0	0.00	0
Fire Administration	06	1	0	0.00	0
Fire Administration	07	10	0	0.00	2
Fire Administration	08	6	0	0.00	1
Fire Administration	09	6	0	0.00	0
Fire Administration	11	13	13	28,700.00	1
Fire Administration	12	14	13	25,450.00	1
Fire Administration	13	43	40	105,350.00	3
Fire Administration	14	8	8	14,950.00	1
Fire Administration	15	5	5	10,900.00	1
Total Fire Administration		109	79	185,350.00	10
Region One	00	439	0	0.00	0
Region One	06	1	0	0.00	0
Region One	07	4	0	0.00	0
Region One	09	6	0	0.00	0
Region One	11	7	6	11,500.00	0
Region One	12	37	25	30,100.00	1
Region One	13	19	22	42,742.00	1
Region One	14	17	14	28,700.00	1

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Region One	15	8	10	30,000.00	0
Total Region One		538	77	143,042.00	3
Region Two	00	478	0	0.00	0
Region Two	05	1	0	0.00	0
Region Two	07	3	0	0.00	0
Region Two	08	1	0	0.00	0
Region Two	09	7	0	0.00	0
Region Two	11	2	1	2,000.00	0
Region Two	12	32	25	49,024.00	0
Region Two	13	23	20	49,588.00	0
Region Two	14	10	11	26,250.00	0
Region Two	15	8	9	30,681.00	0
Total Region Two		565	66	157,543.00	0
Region Three	00	452	0	0.00	0
Region Three	04	1	0	0.00	0
Region Three	05	1	0	0.00	0
Region Three	07	9	0	0.00	0
Region Three	09	3	0	0.00	0
Region Three	11	2	1	1,000.00	0
Region Three	12	33	30	45,544.44	1
Region Three	13	24	29	53,800.00	2
Region Three	14	15	17	32,265.11	1
Region Three	15	6	5	9,900.00	0
Total Region Three		546	82	142,509.55	4
Region Four	00	1,042	0	0.00	0
Region Four	06	5	0	0.00	0
Region Four	07	7	0	0.00	0
Region Four	08	2	0	0.00	0
Region Four	09	7	0	0.00	0
Region Four	11	8	4	12,328.37	0
Region Four	12	88	68	163,864.48	2
Region Four	13	37	28	76,427.99	1
Region Four	14	18	15	46,690.97	2
Region Four	15	9	7	23,665.98	0
Total Region Four		1,223	122	322,977.79	5
Region Five	00	360	0	0.00	0
Region Five	04	1	0	0.00	0
Region Five	06	1	0	0.00	0
Region Five	07	4	0	0.00	1
Region Five	09	14	0	0.00	0
Region Five	11	9	6	9,500.00	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Region Five	12	35	36	64,546.67	0
Region Five	13	27	34	66,461.00	2
Region Five	14	15	29	45,850.00	0
Region Five	15	9	18	32,750.00	0
Total Region Five		475	123	219,107.67	3
Region Six	00	749	0	0.00	0
Region Six	04	1	0	0.00	0
Region Six	07	10	0	0.00	0
Region Six	08	3	0	0.00	0
Region Six	09	5	0	0.00	0
Region Six	11	14	14	23,399.00	0
Region Six	12	72	62	149,834.55	1
Region Six	13	31	34	83,994.00	3
Region Six	14	17	19	43,200.00	0
Region Six	15	5	8	19,383.00	1
Total Region Six		907	137	319,810.55	5
Region Seven	00	430	0	0.00	0
Region Seven	03	1	0	0.00	0
Region Seven	05	1	0	0.00	0
Region Seven	07	3	0	0.00	0
Region Seven	09	2	0	0.00	1
Region Seven	11	5	3	4,809.66	0
Region Seven	12	31	30	50,219.65	2
Region Seven	13	22	24	48,795.24	2
Region Seven	14	15	16	41,480.02	0
Region Seven	15	6	6	17,504.87	2
Total Region Seven		516	79	162,809.44	7
Region Eight	00	374	0	0.00	0
Region Eight	04	1	0	0.00	0
Region Eight	07	4	0	0.00	0
Region Eight	09	1	0	0.00	0
Region Eight	11	6	5	8,605.54	1
Region Eight	12	27	26	50,587.14	1
Region Eight	13	24	31	57,711.09	0
Region Eight	14	17	19	38,299.50	2
Region Eight	15	7	4	10,449.00	0
Total Region Eight		461	85	165,652.27	4
Region Nine	00	412	0	0.00	0
Region Nine	05	1	0	0.00	0
Region Nine	06	8	0	0.00	0
Region Nine	07	9	0	0.00	0

Organization	Grade	Employee Count	Award Count	Award Amount	QSI Count
Region Nine	09	4	0	0.00	1
Region Nine	11	2	1	2,566.62	0
Region Nine	12	56	40	78,602.70	1
Region Nine	13	29	20	45,358.52	1
Region Nine	14	15	15	40,074.64	0
Region Nine	15	7	4	24,000.00	0
Total Region Nine		543	80	190,602.48	3
Region Ten	00	464	0	0.00	0
Region Ten	06	1	0	0.00	0
Region Ten	07	8	0	0.00	0
Region Ten	09	5	0	0.00	1
Region Ten	11	3	1	784.00	0
Region Ten	12	25	23	49,005.00	0
Region Ten	13	21	22	49,619.00	2
Region Ten	14	16	15	36,759.00	1
Region Ten	15	7	6	16,469.00	1
Total Region Ten		550	67	152,636.00	5
Florida Long Term Rec	00	1	0	0.00	0
Florida Long Term Rec	06	5	0	0.00	0
Florida Long Term Rec	07	13	0	0.00	0
Florida Long Term Rec	08	10	0	0.00	0
Florida Long Term Rec	09	31	0	0.00	0
Florida Long Term Rec	11	38	15	10,984.92	0
Florida Long Term Rec	12	91	26	26,423.53	0
Florida Long Term Rec	13	33	19	20,599.66	0
Florida Long Term Rec	14	3	2	1,481.00	0
Florida Long Term Rec	15	2	3	6,000.00	0
Total Florida Long Term Rec		227	65	65,489.11	0
FEMA Total		16,325	3,880	7,923,515.13	164

** in table above denotes FEMA section no longer exists due to recent FEMA reorganizations

Question: Please provide for the record a table that shows all funds expended by FEMA political employees for travel in 2008. Include name of individual traveling, purpose of travel, location(s) visited, and total cost.

ANSWER: FEMA currently uses the Gelco Travel Manager System, a COTS package to prepare and print travel vouchers and authorizations. Travel Manager does not interface with the Integrated Financial Management System (IFMIS), the agency's financial system. The agency's non-integrated travel management application limits our capacity for readily tracking certain travel spending transactions including specific travel funding by political appointees. Current plans call for the agency to implement a new e-travel system in FY10 that will improve our ability for tracking and reporting on travel funding by employees. Implementation of the new e-travel system in FY10 is dependent on several factors including the ability of the DHS contractor to address FEMA's distinct requirements.

[Clerk's note: Due to FEMA's lack of record's management, the agency was unable to fully report the travel of its political employees as required.]

NAME	PURPOSE OF TRAVEL	LOCATION	DATES	COST
BOURNE, MARKO				
	LOCAL TRAVEL	DC	9/12/08-9/13/08	66.75
	TA- DUE TO HURRICANE GUSTAV	DC	8/30/08-9/4/08	1043.25
	TA- TO ATTEND REGION IV IN ATLANTA	ATLANTA, GA	8/18/08-8/20/08	883.11
	NAC STAFFORD SUBCOMMITTEE MEET	COLUMBUS, OH	8/4/08-8/4/08	397.42
	TO ATTEND 33 RD ANNUAL HAZARDS RESEARCH WORKSHOP IN DENVER, CO	BLOOMFIELD, CO	7/13/08-7/15/08	1212.63
	REGISTRATION FEES PREPAID FOR CONFERENCE SEPTEMBER 7, 2008	PORTLAND, OR	7/7/08-7/11/08	400.00
	LOCAL TRAVEL	DC	6/4/08	17.00
	LOCAL TRAVEL	DC	5/22/08	107.30
	PARTICIPATE IN WESTERN REGIONAL EMERGENCY MANAGEMENT ADVISORY COUNCIL MEETING IN WHITEHORSE, YUKON	CANADA	5/12/08-5/15/08	4915.45
	PARTICIPATE IN WESTERN REGIONAL EMERGENCY MANAGEMENT ADVISORY COUNCIL MEETING IN WHITEHORSE, YUKON	CANADA	5/12/08-5/15/08A	938.17
	PARTICIPATE IN WESTERN REGIONAL EMERGENCY MANAGEMENT ADVISORY COUNCIL MEETING IN WHITEHORSE, YUKON	CANADA	5/12/08-5/15/08A	37.56
	ATTEND COOP EXERCISE @ MW	MT WEATHER	5/7/08-5/8/08	320.15
	TO BE KEYNOTE SPEAKER @ 3 RD ANNUAL GEOSPATIAL INFORMATION SYSTEMS SECURITY SUMMIT IN NY, NY	MANHATTAN, NY	3/23/08-3/24/08	305.39
	LOCAL TRAVEL	DC	3/15/08 & 4/3/08	37.56
	ATTEND DHS LEADERSHIP RETREAT	CAMBRIDGE, MD	2/19/08-2/21/08	540.18
	CHDS ANNUAL CONFERENCE 2008 & FIVE YEAR ANNIVERSARY	MONTGOMERY, CA	1/28/08-1/30/08	117.54
	LOCAL TRAVEL	DC	12/12/07, 2/11/08, 2/13/08, 2/27/08	307.15
	SPEAKER @ MARITIME SECURITY EXPO CONFERENCE	MANHATTAN, NY	11/28/07-11/28/07	794.96
	ATTEND 1 ST NATIONAL PREPAREDNESS DIRECTORATE QUARTERLY INTEGRATION PROGRESS MEETING	EMMITSBURG, MD	11/6/07-11/7/07	199.16
	LOCAL TRAVEL	DC	10/23/07, 10/24/07, 11/1/07, 11/23/07	74.00
	NATIONAL PUBLIC SAFETY TELECOMMUNICATIONS COUNCIL GOVERNING BOARD MEETING	ATLANTA, GA	11/13/07-11/14/07	539.69
	KEYSTONE EMERGENCY MANAGEMENT ASSOCIATION	PHILADELPHIA, PA	10/10/07-10/11/07	220.66
BRIESE, GARY				
	VOUCHER UNAVAILABLE		3/5/08-3/8/08	1360.62
	VOUCHER UNAVAILABLE		4/21/08-4/23/08	671.99
	VOUCHER UNAVAILABLE		5/4/08-5/5/08	248.41
	VOUCHER UNAVAILABLE		5/9/08-5/13/08	100.95

	VOUCHER UNAVAILABLE		5/19/08-5/22/08	1629.53
	VOUCHER UNAVAILABLE		4/27/08-5/1/08	1829.53
	VOUCHER UNAVAILABLE		6/3/08-6/4/08	222.94
	VOUCHER UNAVAILABLE		5/31/08-7/6/08	373.11
	VOUCHER UNAVAILABLE		7/12/08-7/15/08	1020.15
	VOUCHER UNAVAILABLE		7/17/08-7/18/08	134.80
	VOUCHER UNAVAILABLE		7/30/08-7/31/08	1446.34
	VOUCHER UNAVAILABLE		7/6/08-8/1/08	212.18
	VOUCHER UNAVAILABLE		8/31/08-9/1/08	140.99
	VOUCHER UNAVAILABLE		9/9/08-9/9/08	400.00
	VOUCHER UNAVAILABLE		9/16/08-9/17/08	1775.91
	VOUCHER UNAVAILABLE		7/29/08-9/29/08	331.18
REINERTSON, SUSAN				
	STATE DIRECTORS MEETING	BELLINGHAM, WA	10/29/07-10/31/07	267.06
	IN CONNECTION W STATE FLOOD AND WIND STORM, DISASTER 1733	SALEM, OR	12/19/07-12/20/07	395.56
	ATTEND FCO CONFERENCE	ANNAPOLIS, MD	1/12/08-1/21/08	1328.93
	TOUR COLUMBIA GENERATING STATION	RICHLAND, WA	7/7/08-7/8/08	147.21
	TRAVEL IN CONNECTION FOR DECLARATION 1781, IDAHO FLOODING	COEUR D' ALENE, ID	8/14/08-8/14/08	223.61
	DETAIL TO FEMA HQ TO STAND UP THE NAT'L HOUSING TASK FORCE	DC	8/29/08-9/4/08	5741.05
	CON'T TO PERFORM DUTIES IN CONNECTION W DISASTER DECLARATION FOR LA. FOR GUSTAV	AUSTIN, TX BATON ROUGE, LA	9/15/08-9/19/08	2382.99
	CON'T TO PERFORM DUTIES IN CONNECTION W DISASTER DECLARATION FOR LA. FOR GUSTAV	AUSTIN, TX	9/21/08-9/22/08	730.36
	PERFORM OFFICIAL DUTIES IN CONNECTION W EMERGENCY DISASTER DECLARATION FOR TX DUE TO IKE	AUSTIN, TX	9/23/08-10/2/08	3477.18
	VOUCHER UNAVAILABLE		12/21/07-9/30/08	1538.05
	VOUCHER UNAVAILABLE		1/24/08-1/31/08	349.70
	VOUCHER UNAVAILABLE		1/8/08-1/9/08	62.78
	VOUCHER UNAVAILABLE		2/7/08-2/8/08	412.76
	VOUCHER UNAVAILABLE		3/19/08-3/19/08	41.03
	VOUCHER UNAVAILABLE		3/22/08-3/30/08	385.00
	VOUCHER UNAVAILABLE		2/28/08-3/1/08	1446.90
	VOUCHER UNAVAILABLE		3/7/08-3/14/08	3161.00
	VOUCHER UNAVAILABLE		4/9/08-4/10/08	683.77
	VOUCHER UNAVAILABLE		4/11/08-4/16/08	459.17
	VOUCHER UNAVAILABLE		4/21/08-4/22/08	68.05
	VOUCHER UNAVAILABLE		4/24/08-4/27/08	541.75
	VOUCHER UNAVAILABLE		4/30/08-5/9/08	524.15
	VOUCHER UNAVAILABLE		4/30/08-5/2/08	169.82
	VOUCHER UNAVAILABLE		5/12/08-5/12/08	17.06
	VOUCHER UNAVAILABLE		5/12/08-5/14/08	2178.64
	VOUCHER UNAVAILABLE		5/15/08-5/16/08	1250.72
	VOUCHER UNAVAILABLE		6/16/08-6/16/08	276.16
	VOUCHER UNAVAILABLE		6/11/08-6/13/08	46.21

	VOUCHER UNAVAILABLE		6/5/08-6/5/08	335.01
	VOUCHER UNAVAILABLE		6/18/08-6/20/08	1116.05
	VOUCHER UNAVAILABLE		6/23/08-6/27/08	2113.31
	VOUCHER UNAVAILABLE		7/13/08-7/15/08	1734.17
	VOUCHER UNAVAILABLE		7/15/08-7/20/08	2517.27
	VOUCHER UNAVAILABLE		7/21/08-7/27/08	16,004.40
	VOUCHER UNAVAILABLE		8/18/08-8/18/08	280.40
	VOUCHER UNAVAILABLE		7/30/08-8/9/08	1587.25
	VOUCHER UNAVAILABLE		9/7/08-9/7/08	27.25
	VOUCHER UNAVAILABLE		9/5/08-9/14/08	952.00
	VOUCHER UNAVAILABLE		9/19/08-9/21/08	219.00
	VOUCHER UNAVAILABLE		10/1/07-10/1/07	106.75
	VOUCHER UNAVAILABLE		10/15/07-10/20/07	935.55
	VOUCHER UNAVAILABLE		10/24/07-10/25/07	491.14
	VOUCHER UNAVAILABLE		11/30/07-12/8/07	3337.69
BUIKEMA, EDWARD				
	VOUCHER UNAVAILABLE		1/10/08-10/10/8	297.05
	VOUCHER UNAVAILABLE		1/22/08- 1/23/08	181.55
	VOUCHER UNAVAILABLE		1/30/08-1/31/08	566.98
	VOUCHER UNAVAILABLE		2/14/08-2/15/08	458.50
	VOUCHER UNAVAILABLE		2/19/08-2/21/08	919.14
	VOUCHER UNAVAILABLE		3/4/08-9/30/08	102.99
	VOUCHER UNAVAILABLE		3/9/08-3/12/08	1343.59
	VOUCHER UNAVAILABLE		3/12/08-3/13/08	430.16
	VOUCHER UNAVAILABLE		4/2/08-4/2/08	10.30
	VOUCHER UNAVAILABLE		4/7/08-4/8/08	277.71
	VOUCHER UNAVAILABLE		4/16/08-4/16/08	45.00
	VOUCHER UNAVAILABLE		4/21/08-4/22/08	231.80
	VOUCHER UNAVAILABLE		4/29/08-4/29/08	7.00
	VOUCHER UNAVAILABLE		5/19/08-5/22/08	464.89
	VOUCHER UNAVAILABLE		6/7/08-6/7/08	416.03
	ATTEND SEMI-ANNUAL FCO REVIEW	ANNAPOLIS, MD	1/14/08-1/16/08	899.32
	PERFORM OFFICIAL DUTIES IN CONNECTION W DISASTER DECLARATION FOR INDIANA FOR SEVERE STORMS & FLOODING	BLOOMINGTON, IN	2/29/08-2/29/08	8.00
	PRELIMINARY DAMAGE ASSESSMENT	INDIANAPOLIS, IN	6/13/08-6/13/08	116.38
	PRELIMINARY DAMAGE ASSESSMENT (PDA) INDIANA	INDIANAPOLIS, IN	6/12/08-6/12/08A	8.00
	PDA- WISCONSIN FLOODING	MADISON, WI	6/13/08-6/14/08	329.68
	TABLE TOP EXERCISE	PEWAUKEE, IL	6/23/08-6/23/08	8.00
	DE 1768 WISCONSIN FLOODING	MADISON, IL	6/25/08-6/26/08	319.51
	OFFICIAL DUTIES IN CONNECTION W INDIANA DISASTER DECLARATION DUE TO SEVERE STORMS AND FLOODING	INDIANAPOLIS, IN	6/26/08-6/27/08	539.88
	DR 1771 ILLINOIS	SPRINGFIELD, IL	7/8/08-7/8/08	126.32
	DR 1772 MINNESOTA FLOODING	MINNEAPOLIS, MN	7/10/08-7/10/08	453.26
	DR 1768 WISCONSIN FLOODING	MADISON, IL	7/16/08-7/16/08	117.247

	OFFICIAL DUTIES IN CONNECTION W INDIANA DISASTER DECLARATION DUE TO SEVERE STORMS AND FLOODING	INDIANAPOLIS, IN	7/22/08-7/22/08	137.84
	REGIONAL ADMINISTRATOR TO ATTEND REPUBLICAN NAT'L CONVENTION MEETING	ST. PAUL, MN	7/23/08-7/24/08	27.25
	DISASTER DECLARATION 1777 MICHIGAN	LANSING, MI	7/29/08-7/30/08	320.66
	RNC MEETING AT HQ	DC	8/5/08-8/5/08	401.45
	LOCAL TRAVEL		8/19/08	10.30
	RA TO SPEAK @ ILLINIOS EMERGENCY MANAGEMENT AGENCY	SPRINGFIELD, IL	9/3/08-9/4/08	267.66
	REGIONAL ADMINISTRATOR TO ATTEND NEMA CONFERENCE	PORTLAND, OR	9/6/08-9/12/08	2159.13
	REGIONAL ADMINISTRATOR TO ATTEND NEMA CONFERENCE	PORTLAND, OR	9/6/08-9/12/08A	400.00
CANNON, GLENN				
	PARTICIPATE IN 2008 S&T STAKEHOLDERS CONFERENCE WEST	LOS ANGELES, CA	1/14/08-1/17/08	2442.77
	ATTEND FIELD HEARING ON EVACUATIONS	NEW ORLEANS, LA	2/10/08-2/11/08	842.78
	LOCAL TRAVEL	DC	1/30/08-3/16/08	88.32
	ATTEND THE DICE 08 EVENT	FT. MONROE, VA	3/26/08- 3/27/08	117.75
	ATTEND 2008 NAT'L HURRICANE CONFERENCE	ORLANDO, FL	3/31/08-4/3/08	1563.61
	ATTEND ISRAELI NATIONAL EXERCISE	TEL AVIV, ISRAEL	4/6/08-4/14/08	4741.89
	KEYNOTE SPEAKER @ LAW ENFORCEMENT MEMORIAL WEEK CEREMONY	INDIANA, PA	5/15/08	337.34
	ATTEND IMAT TRAINING & POLICY REVIEW WORKSHOP	MOBILE, AL	5/22/08-5/23/08	768.32
	NATO SENIOR CIVIL EMERGENCY PLANNING COMMITTEE MEETINGS	BRUSELS, BELGUIM	5/26/08-5/30/08	4117.05
	SPEAKING @ FLORIDA CATASTROPHIC DISASTER PLANNING WORKSHOP	ORLANDO, FL	6/16/08-6/17/08	844.04
	LOCAL TRAVEL	DC	6/11/08	18.00
	ATTEND APCO INTERNAT'L 74 TH ANNUAL CONFERENCE AND EXPO ON PAULISON'S BEHALF	KANSAS CITY, MO	8/5/08-8/7/08	1155.83
	CONGRESSIONAL TRIP	HONOLULU, HI	8/17/08-8/24/08	4162.52
	SPEAK @ GVA WORLDWIDE PHILADELPHIA CONFERENCE	PHILADELPHIA, PA	10/3/07-10/4/07	597.65
	CUSEC BOARD OF DIRECTORS, 2 ND QTR MEETING	NEW ORLEANS, LA	12/4/07-12/6/07	1373.55
	REGION V REGIONAL EMERGENCY COMMUNICATIONS COORDINATING WORK GROUP MEETING	CHICAGO, IL	12/18/07-12/18/07	389.04
	GAVE PRESENTATION @ MAJOR CITY CHIEFS	NEW ORLEANS, LA	10/11/07-10/14/07	1531.34
CASTILLO, CARLOS				
	TO TESTIFY ON HILL	DC	1/23/08	13.00
	LOCAL TRAVEL	DC	11/27/07	15.00
	TO ATTEND NEMA RESPONSE AND RECOVERY COMMITTEE	OKLAHOMA CITY	9/28/07-10/1/07	755.49
	TO ATTEND NEMA RESPONSE AND RECOVERY COMMITTEE	OKLAHOMA CITY	10/1/07-10/2/07	428.97
	ATTEND SUMMIT HOUSING MEETING	NEW OLEANS, LA	10/9/07-10/11/07	1249.61
	SOUTHERN CALIFORNIA TO SSIST STATE OFFICIALS W FIRES	SAN DIEGO, CA	10/30/07-11/1/07	1266.38
	VOUCHER UNAVAILABLE		11/27/07-11/27/07	15.00

	ATTEND USACE/FEMA 2007 REMEDIAL ACTION PROGRAM	NEW ORLEANS, LA	12/4/07-12/6/07	1295.02
	PDA FOR OREGON STATE DECEMBER STORM	SEATTLE, WA	12/8/07-12/10/07	1079.46
	REASON NOT STATED	BATON ROUGE, LA	2/12/08-2/15/08	1552.85
	TRAVEL RELATED TO GULF COAST RECOVERY	NEW ORLEANS, LA	4/14/08-4/15/08	1050.78
	LOCAL TRAVEL - SENATE	DC	5/6/08	22.00
	LOCAL TRAVEL	DC	5/7/08, 5/8/08	123.24
	AHPP GRANTEE CONFERENCE	NEW ORLEANS, LA	6/9/08-6/10/08	1147.46
	TOURING FLOOD DAMAGED AREAS IOWA, INDIANA, AND WISCONSIN	DES MOINES, IA; INDIANAPOLIS, IN; MADISON, WI	6/25/08-6/27/08	1333.57
	ATTEND EMERGENCY MANAGEMNT CEO SEMINAR & THE TAKS FORCE FOR EMERGENCY PREPAREDNESS MTG	LIMA, PERU	8/11/08-8/15/08	2770.80
	TEXAS & LOUISIANA AFTER IKE AND GUSTAV	AUSTIN, TX	9/15/08-9/17/08	1528.91
	OFFICIAL DUTIES IN CONNECTION W TEXAS DISASTER DECLARATION DUE TO IKE	HOUSTON, TX FORT WORTH, TX	9/24/08-9/26/08	1366.92
	VOUCHER UNAVAILABLE- NOT IN FILE		7/30/08-10/1/08	43.00
	LOCAL TRAVEL	DC	3/1/08	23.00
	SPEAK @ DHS CENTER FOR FAITH BASED AND COMMUNITY INITIATIVES CONFERENCE "PARTNERSHIP IN EMEG PREPAREDNESS"	MIAMI, FL	1/30/08-2/4/08	822.42
	LOCAL TRAVEL	DIRKSEN	3/4/08	14.00
	ATTEND PLANNING WORKSHOP TO ANALYSE CURRENT OPERATION & GENERATE STRATEGIC RECOVERY OPERATIONS IN CONJUNCTION W MTG W FEMA REG IX REGIONAL ADMINISTRATOR	OAKLAND, CA	3/17/08-3/19/08	1102.75
	ATTEND 2008 NAT'L HURRICANE CONFERENCE @ ROSEN CENTRE HOTEL	MIAMI, FL NEW ORLEANS, LA	3/25/08-4/4/08	3321.29
	LOCAL TRAVEL	DC	4/9/08-4/11/08	78.00
	ATTEND IA REGIONAL CONFERENCE MTG	ATLANTA, GA	4/20/08-4/22/08	962.57
	LOCAL TRAVEL	FEMA	4/24/08	9.00
	ATTEND INDIVIDUAL ASSISTANCE EMEG SUPPORT FUNCTIONS #6 CONFERENCE	TAMPA, FL	6/4/08-6/5/08	710.25
	VOUCHER UNAVAILABLE		6/6/08	17.25
	VOUCHER UNAVAILABLE		5/2/08	10.00
NELSON, BALIDO				
	NO TRAVEL IN IFMIS			
CARROLL, JASON				
	OFFICIAL DUTIES IN CONNECTION W MISSISSIPPI RECOVERY EFFORTS	BATON ROUGE, LA	9/3/08-9/16/08	4236.28
	OFFICIAL DUTIES IN CONNECTION W MISSISSIPPI RECOVERY EFFORTS	BATON ROUGE, LA	9/3/08-9/16/08A	664.69
DINAPOLI, GREG				
	SUPPORT DIASER ACTIVITES FOR 1731	LOS ANGELES, CA	11/26/07-11/30/07	1648.26
	ATTEND FAIH BASED GROUP COMMUNITIES INITIATIVES MEET	INDIANAPOLIS, IN	11/5/07-11/7/07	890.88
	LOCAL TRAVEL	WHITE HOUSE	9/15/08	12.00
	VOUCHER UNAVAILABLE		6/10/08-6/10/08	18.00

	FAITH BASED INITIATIVES	TAMPA, FL	6/2/08-6/6/08	198.95
	ATTEND ESF & CONFERENCE	TAMPA, FL	6/2/08-6/6/08	1141.28
	ATTEND ESF & CONFERENCE	TAMPA, FL	6/2/08-6/6/08A	81.00
	NO PURPOSE GIVEN IN VOUCHER	NEW ORLEANS, LA	5/28/08-5/30/08	1395.48
ENG, DEBORAH				
	ACCOMPANY DEP ADMINISTRATOR TO VISIT & MEET W STATE & LOCAL OFFICIALS	NEW ORLEANS, LA	3/30/08-3/31/08	1839.78
	LOCAL TRAVEL	FEMA HQ DHS HQ	7/1/08	40.25
	MEET W NEW ORLEANS OFFICIALS & VISIT SITE	NEW ORLEANS, LA	8/26/08-8/27/08	157.12
CASH, EDWARD				
	NO TRAVEL IN IFMIS			
FOGG, NATHANIEL				
	VISIT NEW ORLEANS & MEET W STATE & LOCAL OFFICIALS & FEMA REPS	BATON ROUGE, LA	2/12/08-2/14/08	1393.31
	MEETING W STATE & LOCAL OFFICIALS	NEW ORLEANS, LA	3/30/08-3/31/08	1207.78
	VISIT NOLA W S I I MEET W LOCAL OFFICIALS REGARDING LEVY SYSTEM & INFRASTRUCTURE	NEW ORLEANS, LA	4/21/08-4/21/08	357.00
	VISIT W REG III	PHILADELPHIA, PA	11/8/07-11/8/07	245.00
	ATTEND PA HOUSING SUMMIT IN NOLA	NEW ORLEANS, LA	10/10/07-10/10/07	772.30
HAGERUP, CHRISTOPHER				
	SPEAKER @ NEMA CONFERENCE	PORTLAND, OR	9/9/08-9/12/08	1678.79
	LOCAL TRAVEL	DC	8/28-9/9/08	293.00
	OFFICIAL DUTIES IN CONNECTION W TEXAS DISASTER DECLARATION DUE TO IKE	HOUSTON, TX	9/15/08-9/29/08	3984.73
	OFFICIAL DUTIES IN CONNECTION W TEXAS DISASTER DECLARATION DUE TO IKE	HOUSTON, TX	9/15/08-9/30/08A	439.09
HEIGHBERGER, ERIC				
	VISIT TO MEET STATE & LOCAL OFFICIALS & CONDUCT SITE VISIT	NEW ORLEANS, LA	1/16/08-1/18/08	1117.54
	LOCAL TRAVEL	HOME	2/14/08	15.00
	VISIT REGION III	PHILADELPHIA, PA	11/8/07	195.00
	LOCAL TRAVEL	HOME	12/7/08	15.00
MARSHALL, KIRK				
	VOUCHER UNAVAILABLE, NOT IN FILE		8/17/08-8/19/08	815.24
	NO EXPLANATION WITHIN VOUCHER	OKLAHOMA CITY, OK	8/19/08-8/25/08	1234.66
	CONFERENCE ATTENDANCE	COLUMBUS, OH	8/26/08-8/27/08	656.61
	CONFERENCE ATTENDANCE	HOUSTON, TX AUSTIN, TX	9/17/08-9/25/08	2611.86
	CONFERENCE ATTENDANCE	LOS ANGELES, CA	9/28/08-9/30/08	1020.74
MCALPIN, LUKE				
	NO VOUCHERS IN IFMIS			
STULL, DELLA				
	SUPPLIES	LOCAL	05/29/08	109.96
SHULMAN, DANIEL				
	LOCAL TRAVEL	DC	02/06/08-02/29/08	55.00
	LOCAL TRAVEL	DC	01/31/08	17.00
	LOCAL TRAVEL	DC	12/18/07-01/30/08	74.50

	ACCOMPANY THE ADMIRAL AND ERIC HEIGHBERGER FOR SITE VISIT OF GULF COAST AREA	NEW ORLEANS	01/16/08-01/18/08	950.79
	LOCAL TRAVEL	DC	10/22/07-11/01/07	54.00
	LOCAL TRAVEL	DC	11/27/07-12/12/07	102.50
	LOCAL TRAVEL	DC	05/12/08-06/04/08	75.00
	LOCAL TRAVEL	HQ, MW	05/07/08-05/08/08	88.88
	LOCAL TRAVEL	DC	04/29/08-05/09/08	51.00
	LOCAL TRAVEL	DC	04/10/08-04/24/08	56.00
	NO EXPLANATION ON VOUCHER OR TA	BRANSON,MO & HOUSTON, TX	03/25/08-03/28/08	1766.49
	LOCAL TRAVEL	DC	09/19/07-10/09/07	51.00
	NO EXPLANATION ON VOUCHER OR TA	TAMPA, FL	06/11/08-06/12/08	631.51
	NATIONAL TRAVEL FEE	TAMPA, FL	06/11/08-06/12/08A	108.59
	NO EXPLANATION ON VOUCHER OR TA	SACRAMENTO, CA	07/01/08-07/03/08	1010.16
	LOCAL TRAVEL	DC	06/09/08-06/20/08	45.00
	LOCAL TRAVEL	DC	06/26/08-07/14/08	38.00
	LOCAL TRAVEL	DC	03/10/08-03/20/08	54.00
	KATRINA RELATED	BATON ROUGE	02/12/08-02/14/08	1181.99
	TO PERFORM OFFICAL DUTIES TO DUE HURRICAN GUSTAV	BATON ROUGE	08/31/08-09/17/08A	20.09
	TO PERFORM OFFICAL DUTIES TO DUE HURRICAN GUSTAV	BATON ROUGE	09/22/08-09/26/08	1571.93
	TO PERFORM OFFICAL DUTIES TO DUE HURRICAN GUSTAV	BATON ROUGE	08/31/08-09/18/08	5806.47
PETERA, ANNE				
	NO TRAVEL IN IFMIS			
DICKINSON, CHARLES				
	ATTEND WILDLAND LEADERSHIP COUNCIL MTG	SHEPHERDSTOWN, WV	10/10/07-10/11/07	230.60
	PRESENTATION & PANEL PARTICIPANT @ DC FIRE & EMS DEPT STRATEGIC PLANNING @ BOLDER CENTER	MONTGOMERY COUNTY, MD	11/28/07-11/29/07	309.67
	SPEAK @ LEAGUE OF CALIFORNIA CITIES CONFERENCE	MONTGOMERY, CA	12/5/07-12/11/07	1337.01
	ATTENDING WORKSHOPS & MTGS IN CONJUNCTION W CONGRESSIONAL FIRE SERVICES INSTITUTE ACTIVIES	DC	4/2/08-4/3/08	444.51
GELDART, CHRIS				
	PRESENT CREDENTIALING INITIATIVES TO NAT'L EMEG MGRS ASSOC & CRITICAL INFRASTRUCTURE PROTECTION CONGRESS	SAN DIEGO, CA	10/2/07-10/3/07	1018.26
	HOMELAND SSEURITY & PUBLIC SAFETY TECHNOLOGY SYMPOSIUM- FIRST RESPONDOR CREDENTIALING & E-ID	REDMOND, WA	12/5/07-12/6/07	1105.98
	LOCAL TRAVEL	BALITMORE, MD	9/25/07-12/11/07	158.18
	LOCAL TRAVEL	DC	12/19/07-1/30/08	74.00
	NO EXPLANATION WITHIN VOUCHER	DENVER, CO	2/3/08-2/5/08	796.84
	LOCAL TRAVEL	POTOMAC, MD LAUREL, MD	2/13/08-4/17/08	209.41
	CONFERENCE ATTENDANCE	CHARLOTTE, NC	4/20/08-4/23/08	96.40
	CONFERENCE ATTENDANCE	ANAHEIM, CA	4/27/08-4/28/08	643.59

	ADDRESS PEER REVIEW PANEL RE. UASI 2008	ORLANDO, FL	6/23/08	467.50
	SPEECH OR PRESENTATION	ELKINS, WV	9/25/08-9/26/08	457.34
	NEMA REGISTRATION		8/27/07	425.00
MORRIS, SCOTT				
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	TALLAHASSEE, FL	03/13/08-03/13/08	466.40
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	MIAMI, FL	02/26/08-02/26/08	347.65
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	TALLAHASSEE, FL	02/08/08-02/08/08	508.24
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	WASHINGTON, DC	01/23/08-01/23/08	751.26
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	MIAMI, FL	01/11/08-01/11/08	337.55
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	PENSACOLA, FL	01/10/08-01/10/08	945.29
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	MIAMI, FL	11/01/08-11/01/08	532.65
	SUPPORT 2004 & 2005 HURRICANE RECOVERY IN FLORIDA	TALLAHASSEE, FL	10/29/07-10/29/07	422.78
CLEAVES, ARTHUR				
	VOUCHER UNAVAILABLE	011508	10/2/07-9/30/08	562.32
	VOUCHER UNAVAILABLE	011708	1/16/08-1/17/08	51.00
	VOUCHER UNAVAILABLE	012008	1/8/08-9/30/08	304.32
	VOUCHER UNAVAILABLE	012508	1/8/08-9/30/08	242.99
	VOUCHER UNAVAILABLE	012908	1/8/08-9/30/08	262.64
	VOUCHER UNAVAILABLE	020608	1/8/08-9/30/08	274.07
	VOUCHER UNAVAILABLE	021108	10/11/07-9/30/08	98.84
	VOUCHER UNAVAILABLE	021208	10/11/07-9/30/08	65.00
	VOUCHER UNAVAILABLE	021408	2/13/08-02/14/08	65.50
	VOUCHER UNAVAILABLE	022308	10/23/07-09/30/08	319.14
	VOUCHER UNAVAILABLE	022908	2/25/08-9/30/08	1296.49
	VOUCHER UNAVAILABLE	030908	3/9/08-3/9/08	53.36
	VOUCHER UNAVAILABLE	031208	3/10/08-3/12/08	1193.45
	VOUCHER UNAVAILABLE	031508	3/15/08	66.94
	VOUCHER UNAVAILABLE	031408	3/25/08	66.94
	VOUCHER UNAVAILABLE	032008	1/28/08-9/30/08	287.12
	VOUCHER UNAVAILABLE	033108	1/8/08-9/30/08	192.16
	VOUCHER UNAVAILABLE	041408	4/3/08-4/14/08	51.00
	VOUCHER UNAVAILABLE	041908	4/18/08-4/19/08	688.49
	VOUCHER UNAVAILABLE	042408	4/3/08-9/30/08	263.63
	VOUCHER UNAVAILABLE	050708	4/3/08-9/30/08	251.51
	VOUCHER UNAVAILABLE	051108	5/12/08-9/30/08	544.94
	VOUCHER UNAVAILABLE	052208	5/19/08-5/22/08	456.99
	VOUCHER UNAVAILABLE	052308	4/3/08-9/30/08	251.51
	VOUCHER UNAVAILABLE	052508	5/12/08-9/30/08	225.16
	VOUCHER UNAVAILABLE	052808	4/3/08-9/30/08	265.65
	VOUCHER UNAVAILABLE	053008	5/30/08-5/30/08	125.02
	VOUCHER UNAVAILABLE	060408	6/4/08	31.49
	VOUCHER UNAVAILABLE	060608	4/3/08-9/30/08	544.94

	VOUCHER UNAVAILABLE	061208	6/10/08-6/12/08	33.00
	VOUCHER UNAVAILABLE		10/29/07-11/1/07	113.98
	VOUCHER UNAVAILABLE	100407	10/22/07-9/30/08	816.20
	VOUCHER UNAVAILABLE	101407	10/11/07-10/14/07	1380.51
	VOUCHER UNAVAILABLE	102307	10/26/07-9/30/08	1089.91
	VOUCHER UNAVAILABLE	10/29-11/01/07	10/29/07-10/1/07	113.98
	VOUCHER UNAVAILABLE	110607	11/5/07-11/7/07	492.89
	VOUCHER UNAVAILABLE	111507	11/15/07-11/16/07	286.51
	VOUCHER UNAVAILABLE	112707	11/15/07-11/27/07	90.00
	VOUCHER UNAVAILABLE	12/28/07	12/19/07-12/28/07	442.25
	VOUCHER UNAVAILABLE	120107	12/21/07-9/30/08	237.17
	VOUCHER UNAVAILABLE	120207	12/2/07	104.76
	VOUCHER UNAVAILABLE	120407	12/3/07-12/6/07	877.55
	VOUCHER UNAVAILABLE	121307	12/10/07-12/13/07	79.00
	VOUCHER UNAVAILABLE	121607	12/13/07-12/16/07	406.79
	VOUCHER UNAVAILABLE	121807	12/11/07-12/12/07	223.14
	VOUCHER UNAVAILABLE	19APR08	4/03/08-9/30/08	130.89
	REGION II FOR AN INTERVIEW PANEL	MANHATTAN, NY	9/29/08-9/30/08	959.01
	RISC MEETING	PORTLAND, ME	9/24/08-9/26/08	447.50
	SUPPORT REGION I PDA'S	MAYNARD, MA CONNICUT	9/6/08	211.77
	STATE DIRECTORS MTG, SITTE VISITS & DAMAGE ASSESSMENT DUE TO STORMS	PORTLAND, ME	9/7/08-9/8/08	331.29
	JFO DISASTER DECLARATION SIGNING	CONCORD, NH	8/23/08-8/24/08	225.74
	NESEC QTRLY BOARD MTG	BURLINGTON, VT	8/20/08-8/21/08	414.61
	SURVEY DAMAGE IN CUMBERLAND COUNTY W DIRECTOR & STATE OFFICIALS	KENNEBUNK, ME	8/17/08-8/18/08	204.05
	MTG W NH GOV LYNCH & STATE OFFICIALS; MTG W VT STATE OFFICIALS, TOUR DISASTER SITES & VISIT VT JFO	CONCORD, NH BURLINGTON, VT	8/14/08-8/15/08	472.14
	MEET W STATE OFFICIALS & TOUR FLOODING SITES	LACONIA, NH	8/10/08-8/11/08	273.70
	MEET VT STATE OFFICIALS & TOUR DISASTER SITES; SPEAK & LOCAL EMA CUMBERLAND CO MTG; MEET W SEN LEBERMAN	ST. ALBANS, VT; KENNEBUNK, ME; BRIDGEPORT, CT	8/7/08-8/8/08	762.04
	ATTEND MTG & CONDUCT SITE VISITS W STAE EM OFFICIALS & YORK CO DIR ON WEATHER RELATED INCIDENTS TO SUPPORT RECOVERY EFFORTS	SANFORD, ME	7/30/08-7/31/08	539.88
	CONGRESSIONAL MTG DUE TO TORNADO	MANCHESTER, NH	7/27/08-7/28/08	294.54
	LOCAL TRAVEL	DEVENS	7/24/08	43.43
	LOCAL TRAVEL- CONGRESSIONAL MTG		7/25/08	57.00
	SUPPORT REG I PDA'S	CONCORD, NH	7/25/08-7/27/08	168.70
	ATTEND MTG W HQ OFFICIALS	DC	7/23/08-7/25/08	1050.53
	LOCAL TRAVEL-CONGRESSIONAL MTG	VERMONT	7/18/08	244.42
	MEET W RHODE ISLAND STATE EMA DIR ON HOMELAND SECURITY ISSUES & HURRICANE PLANNING	WARWICK, RI	7/14/08-7/15/08	275.55
	LOCAL TRAVEL- MEET W SENATOR & STAFF	CONNETICUT	7/11/08	178.78

	MEET W STATE OFFICIALS TO DISCUSS STATE DONATIONS & MEET W STATE REPS	WARWICK, RI	7/6/08-7/7/08	425.23
	MEETING W DOD REP ON HURRICANE PLANNING	WARWICK, RI	6/29/08-6/30/08	267.55
	LOCAL TRAVEL	FRC	7/1/08	25.25
	PFO HURRICANE SUMMIT	WASHINGTON, DC	6/25/08-6/26/08	926.25
	LOCAL TRAVEL-TSA MTG		6/25/08	15.00
	LOCAL TRAVEL	WEST HAVEN	6/17/08	173.42
	GAP ANALYSIS PROGRAN & OPERATIONS CONFERENCE	CAMP EDWARDS, MA	6/22/08-6/23/08	260.07
	RISC MTG	NEWPORT, RI	6/18/08-6/20/08	546.86
	LOCAL TRAVEL-	BOSTON, MA	6/21/08-6/22/08	397.94
	SUPPORT RECOVERY ACTIVITY	AUGUSTA, ME	10/19/08-10/21/08	304.00
	LOCAL TRAVEL-SUPPORT REG I PDA'S	MAINE NEW HAMP VERMONT	9/14/08-9/20/08	903.83
	SENIOR LEADERSHIP SEMINAR	DC	4/7/08-4/9/08	1227.25
COOK, JOHN KIM				
	LOCAL TRAVEL-CONFERENCE ATTENDANCE	DC	8/28/08-10/23/08	175.81
	NO EXPLANATION WITHIN VOUCHER	LOS ANGELES, CA	9/28/08-9/30/08	1239.65
	OFFICIAL DUTIES IN CONNECTION W EMEG DISASTER DECLARATION FOR TEXAS DUE TO HURRICANE IKE	AUSTIN, TX	9/15/08-9/17/08	1690.61
	OFFICIAL DUTIES IN CONNECTIONW DISASTER DECLARATION FOR LOUISIANA DUE TO GUSTAV	BATON ROUGE, LA	9/9/08-9/12/08	2224.06
	OFFICIAL DUTIES IN CONNECTIONW DISASTER DECLARATION FOR LOUISIANA DUE TO GUSTAV	BATON ROUGE, LA	9/8/08-9/11/08	157.87
	CONFERENCE ATTENDANCE	COLUMBUS, OH	8/26/08-8/27/08	597.26
	NO EXPLANATION WITHIN VOUCHER	OKLAHOMA CITY, OK	8/18/08-8/22/08	820.79
	NO EXPLANATION WITHIN VOUCHER	OKLAHOMA CITY, OK	8/18/08-8/22/08	217.00
	NO EXPLANATION WITHIN VOUCHER	BATON ROUGE, LA	9/8/08-9/11/08	104.00
	NO EXPLANATION WITHIN VOUCHER	SACRAMENTO, CA	8/17/08-8/19/08	1050.07
	CONFERENCE ATTENDANCE	DALLAS, TX	7/29/08-8/1/08	853.33
	NO EXPLANATION WITHIN VOUCHER	DALLAS, TX	7/29/08-8/1/08	53.97
	CONFERENCE ATTENDANCE	CHICAGO, IL	7/28/08-7/28/08	1188.66
	LOCAL TRAVEL	DC	6/9/08-6/18/08	195.62
	CONFERENCE ATTENDANCE	LITTLE ROCK, AR	5/5/08-5/8/08	1356.87
	CONFERENCE ATTENDANCE	DENVER, CO	4/29/08-4/30/08	1006.13
	NO EXPLANATION WITHIN VOUCHER	WILMINGTON, NC	4/21/08-4/22/08	102.35
	NO EXPLANATION WITHIN VOUCHER	WILMINGTON, NC	4/21/08-4/22/08	1087.21
	CONFERENCE ATTENDANCE	TALLAHASSEE, FL	4/6/08-4/8/08	1270.65
	CONFERENCE ATTENDANCE	TALLAHASSEE, FL	4/6/08-4/8/08A	123.91
	CONFERENCE ATTENDANCE	CHARLOTTE, NC	5/12/08-5/13/08	1367.64
	CONFERENCE ATTENDANCE-PETE HULL INVITATION	HOUTON, TX	3/24/08-3/25/08	1248.55
	CONFERENCE ATTENDANCE	CAMBRIDGE, MD	2/19/08-2/21/08	419.40
	NO EXPLANATION WITHIN VOUCHER	MIAMI, FL	1/30/08-1/31/08	1038.28

	DHS & CFBCI PARTNERSHIPS IN EMERG PREPAREDNESS	CHARLESTON, SC	12/3/07-12/4/07	785.08
	ATTEND FAITH BASED COMMUNITIES INITIATIVE MTG	INDIANAPOLIS, IN	11/3/07-11/6/07	1058.50
	LOCAL TRAVEL		10/17/08-12/14/08	458.92
	VOUCHER UNAVAILABLE		7/17/08-7/18/08	709.87
	VOUCHER UNAVAILABLE		8/4/08	1384.02
	VOUCHER UNAVAILABLE		10/17/07-3/18/08	458.92
	LOCAL TRAVEL	DC	3/28/08-4/14/08	189.94
	MEETING ON WILDFIRES	LOS ANGELES, CA	10/26/07-11/2/07	2242.65
THOMSON, JONATHAN				
	LOCAL TRAVEL	DC	8/22/08	5.50
	SITE VISIT REG IV	ATLANTA, GA	8/21/08	531.00
	MEET & GREET W PUBLIC AFFAIRS REG VI	DALLAS, TX	8/6/08	799.82
	DISASTER RECOVERY 1763	DES MOINES, IA	7/29/08	546.65
	LOCAL TRAVEL	DC	7/7/08-7/29/08	57.25
	LOCAL TRAVEL-INFORMATION MTG	DC	7/14/08	26.00
	ATTEND PIO CONFERENCE	MEMPHIS, TN	6/15/08-6/17/08	979.75
	TRAVELED W ADMINISTRATOR	DES MOINES, IA; BRIDGEMART, WI	6/12/08-6/14/08	321.87
	INFORMATION MTG	TAMPA, FL	5/21/08-5/22/08	683.01
	LOCAL TRAVEL	DC	3/2/08-4/23/08	77.93
	OFFICIAL DUTIES IN CONNECTION W MAJOR DISASTER DECLARATION FOR ARKANSAS DUE TO SEVERE STORMS, TORNADOS & FLOODING	LITTLE ROCK, ARK	4/21/08	843.26
	CONFERENCE	ORLANDO, FL	4/2/08-4/3/08	1107.32
	LOCAL TRAVEL	DC	3/18/08-3/21/08	45.00
	SITE VISIT	TAMPA, FL	3/12/08-3/13/08	1181.51
	LOCAL TRAVEL	DC	2/21/08-3/4/08	61.00
MAURSTAD, DAVID				
	ROUNDTrip TAXI FROM CC TO HQ	LOCAL	09/25/08	25.00
	LOCAL	HQ	10/17/07	17.00
	TAXI HQ TO CRYSTAL CITY CRYSTAL CITY TO HQ	LOCAL	10/23/07-11/05/07	28.00
	REGION 3 TO DISCUSS NFIP POLICY, NHP	PHILADELPHIA, PA	10/24/07-10/24/07	326.00
	TAXI FROM CC TO HQ AND BACK	LOCAL	11/13/07	27.00
	DISCUSS MITIGATION EFFORTS AND ISSUES REGARDING WILDFIRES	PASADENA, CA	11/14/07-11/18/07	1891.54
	TAXI FROM HQ TO CRYSTAL CITY	LOCAL	11/19/07	15.00
	REGION 3 TO ATTEND MITIGATION DIRECTORATE'S RISK ANALYSIS DIVISION MEETING	PHILADELPHIA, PA	12/03/07	338.03
	REGION 3 TO ATTEND MITIGATION DIRECTORATE'S RISK ANALYSIS DIVISION MEETING, INVITED SPEAKER ON 12/5/07	PHILADELPHIA, PA	12/04/07-12/05/07	499.86
	ATTEND MEETING AND MET WITH EXECUTIVES OF SELECTIVE INSURANCE COMPANY OF AMERICA	BRANCHVILLE, NJ	12/12/07	707.58
	TAXI TO OMB TO CRYSTAL CITY	LOCAL	12/14/07	17.00
	PANEL SPEAKER FOR RHODE ISLAND MITIGATION FORUM	PROVIDENCE, RI	07/10/08-07/11/08	1265.89

	SPEAKER AT AICP FOR EDUCATION DAY	RALEIGH, NC	07/17/08-07/18/08	470.67
	ATTEND MAPPING CONFERENCE & 30 TH ANNIV. OF NFIP	PUERTO RICO	08/13/08-08/15/08	1136.85
	NAFSMA ANNIAL MEETING	CALIFORNIA	08/24/08-09/03/08	2906.41
	PARTICIPATING IN IFRMC CONF.	CALIFORNIA	01/07/08-01/09/08	1010.72
	ASSESS FLOOD DAMAGES AND DISCUSS W/LOCAL OFFICIALS & REGIONAL STAFF MITIGATION EFFORTS	IOWA & INDIANA	06/23/08-06/26/08	2461.98
	MILEAGE AND PARKING	LOCAL	08/06/08	42.08
	MIDWEST MEDIA TOUR & MITIGATION QUARTERLY MGMT. MEETING	MISSOURI GEORGIA	03/17/08-03/20/08	1133.07
	TAXI FROM DC TO CRYSTAL CITY	LOCAL	03/13/08	15.00
	TAXI FROM CRYSTAL CITY TO HQ	LOCAL	03/12/08	15.00
	ATTENDED HIS	SOUTH CAROLINA	03/05/08-03/06/08	792.88
	ATTENDED HIS	SOUTH CAROLINA	03/05/08-03/06/08R	140.30
	GUEST SPEAKER AT LEVEE SUMMIT IN MISSOURI	MISSOURI	02/25/08-03/02/08	1263.78
	HURRICANE RISK MIT LEADERSHIP FORUM	FLORIDA	02/20/08-02/22/08	1034.52
	FEMA'S STATE OF LA PARTNERSHIP MEETING	BATON ROUGE, LA	02/12/08-02/14/08	1460.56
	TAXI FROM CC TO ICC HQ	LOCAL	02/06/08	17.00
	TAXI FROM CC TO SENATE	LOCAL	02/15/08	15.00
	TAXI FROM CC TO HQ	LOCAL	01/11/08-01/15/08	43.53
	MILEAGE FROM CC TO ANNAPOLIS			
	MET WITH REGION I ADMIN. AND LEADSHIP TO DISCUSS MITIGATION ISSUES	MASS.	01/24/08-01/24/08	462.25
	TAXI FROM CC TO HQ	LOCAL	04/14/08	10.00
	ATTEND NATIONAL HURRICAN CONF.	FLORIDA	04/03/0-04/04/08	1205.15
	MEETING W/SOUTHERN FARM BUREAU EXECUTIVES	GEORGIA	04/16/08	662.00
	2008 NATIONAL EARTHQUAKE CONF.	WASHINGTON	04/24/08-04/26/08	1684.15
	ANNUAL NATIONAL FLOOD CONF.	ILLINOIS	05/09/08-05/10/08	515.76
	SPEAKER AT ASFPM CONF.	NEVADA	05/20/08-05/23/08	1235.17
	SPEAKER OF GERMANY RED CROSS CONF.	FRANKFURT, GERMANY	05/29/08-06/03/08	2446.35
	TAXI FROM CC TO HQ	LOCAL	06/11/08	12.00
	MILEAGE	EMI	07/30/08	71.71
RAINVILLE, MARTHA				
	NO EXPLANATION WITHIN VOUCHER		9/23/08-9/24/08	1031.85
	LOCAL TRAVEL	DC	9/18/08	18.50
	NO EXPLANATION WITHIN VOUCHER	ORLANDO, FL	9/16/08	1165.22
	LOCAL TRAVEL	DC	9/15/08	8.25
	NEMA PREPAREDNEESS COMMITTEE	PORTLAND, OR	97/08-9/9/08	1272.94
	LOCAL TRAVEL- DOI ANNUAL EMERG MGMT CONFERENCE		8/26/08	104.44
	VOUCHER UNAVAILABLE- NOT IN FILE		8/7/08-8/9/08	1153.73
	LOCAL TRAVEL	DC	7/16/08-7/22/08	45.50
	LOCAL TRAVEL	DC	6/16	31.71
	LOCAL TRAVEL	WHITE HOUSE	6/5/08, 6/12/08	27.00
	LOCAL TRAVEL	DC	5/19/08	37.25
	EAGLE HORIZON 08 EXERCISE	MT WEATHER	5/6/08-5/8/08	159.66

	LOCAL TRAVEL- DEPT INTERIOR MTG	DC	5/6/08	18.00
	LOCAL TRAVEL	MT WEATHER	4/23/08	74.15
	LOCAL TRAVEL	DC	4/16/08-4/17/08	51.50
	LOCAL TRAVEL	DC	4/7/08	25.50
	NAT'L HURRICANE CONFERENCE	ORLANDO, FL	4/1/08-4/2/08	994.69
	LOCAL TRAVEL	DC	3/25/08-3/27/08	63.00
	FEDERAL WOMEN'S PROGRAM COUNCIL OF VERMONT	BURLINGTON, VT	3/19/08-3/20/08	802.39
	LOCAL TRAVEL	DC	3/5/08	18.00
	LOCAL TRAVEL	MT WEATHER	2/20/08	95.80
	LOCAL TRAVEL	DC	1/30/08, 2/5/08	47.00
	LOCAL TRAVEL	DC	1/7/08-1/10/08	210.40
	LOCAL TRAVEL	WHITEHOUSE	1/3/08	17.00
	LOCAL TRAVEL	DC	12/11/07-1/2/08	174.60
	STRATEGIC PLANNING OFF-SITE	EMMITSBURG, MD	11/27/08-11/29/08	112.29
	LOCAL TRAVEL	WHITEHOUSE	11/15/07	13.00
	DCSA EXECUTIVE SEMINAR POI	COLORADO SPRINGS, CO	11/4/07-11/7/07	1266.73
	INTERNAT'L ASSOC OF CHIEFS OF POLICE CONFERENCE	NEW ORLEANS, LA	10/13/07-10/16/07	2508.89
	LOCAL TRAVEL	DC	10/3/07-10/17/07	49.00
MURPHY, SEAN				
	NO TRAVEL IN IFMIS			
SIMS, CAROLINE WICKER				
	NO TRAVEL IN IFMIS			
ASHLEY, RUSS				
	NO TRAVEL IN IFMIS			
SCHRADER, DENNIS				
	NO TRAVEL IN IFMIS			
BOOHER, WILL				
	ACCOMPANIED PAULISON TO NATIONAL SHERIFF AND MAJORS CONFERENCE IN INDIANA AND TOUR WILDLIFE SITES IN CALIFORNIA	INDIANAPOLIS, IN AND SACRAMENTO, CA	6/30/08-7/3/08	\$1369.05
	ACCOMPANIED PAULISON TO FEMA LATRO IN NEW ORLEANS AND FEMA STORM MITIGATION DEVELOPMENT IN ORLANDO	ORLANDO, FL AND NEW ORLEANS, LA	8/28/08-9/04/08	\$2415.24
	ACCOMPANIED PAULISON TO NEMA CONFERENCE IN OKLAHOMA CITY AND PHILANTHROPY ROUND TABLE IN DENVER	OKLAHOMA CITY, OK AND DENVER, CO	10/01/07-10/03/07	\$501.62
	LOCAL TRAVEL	EMMITSBURG, MD	10/7/07	\$107.88
	ACCOMPANY PAULISON TO NATIONAL PREPAREDNESS CONFERENCE AND REGIONAL VISIT, CA AND IACP, NEW ORLEANS OR TOPOFF 4 OREGON	SACRAMENTO, CA, NEW ORLEANS, LA AND PORTLAND, OR	10/10/07-10/17/07	\$2574.63
	ACCOMPANY PAULISON TO FIRES IN CALIFORNIA	LOS ANGELES AND SAN DIEGO, CA	10/23/07-10/25/07	\$1207.14
	ACCOMPANIED PAULISON TO FIRE SITES IN CALIFORNIA	SAN DIEGO AND LOS ANGELES, CA	10/30/07-11/01/07	\$1391.41
	ACCOMPANIED PAULISON TO EMERCOM MEETING IN RUSSIA	BUCHAREST ROM, VIENNA, AUT & SAINT PETERSBURG, RUS	11/26/07-12/07/07	\$7030.57

	ACCOMPANIED PAULISON TO NAVAL POSTGRADUATE SCHOOL FIVE YEAR ANNIVERSARY	MONTEREY, CA	1/28/08-1/30/08	\$1274.80
	ACCOMPANIED PAULISON TO TORNADO DAMAGED STATES	NASHVILLE, TN AND LITTLE ROCK, AR	2/06/08-2/09/08	\$1159.36
	ACCOMPANIED PAULISON REGARDING FORMALDEHYDE PRESS CONFERENCE IN NEW ORLEANS	NEW ORLEANS, LA	2/13/08-2/16/08	\$843.78
	ACCOMPANIED PAULISON TO MID-WEST FLOOD SITE	HOUSTON, TX AND BRANSON, MO	3/25/08-3/28/08	\$1322.74
	ACCOMPANIED PAULISON TO HURRICANE CONFERENCE	LITTLE ROCK, AR AND ORLANDO, FL	3/31/08-4/02/08	\$1128.65
	ACCOMPANIED PAULISON TO METRO CHIEF'S CONFERENCE	VIRGINIA BEACH, VA	4/27/08-4/28/08	\$1462.74
	ACCOMPANIED PAULISON TO THE NATIONAL ADVISORY COUNCIL MEETING	CHICAGO, IL	5/14/08-5/15/08	\$619.79
	ACCOMPANIED PAULISON TO NOAA FOR HURRICANE SEASON PREDICTION	TAMPA, FL	5/21/08-5/22/08	\$912.72
PAULISON, R. DAVID				
	UNKNOWN	TAMPA, FL	9/26/08-9/26/08	570.74
	UNKNOWN	NEW ORLEANS, LA	8/27/08-8/28/08A	27.25
	UNKNOWN	ORLANDO, FL	8/25/08-8/26/08A	27.25
	UNKNOWN	NEW ORLEANS, LA	8/27/08-8/29/08	1069.24
	UNKNOWN	ORLANDO, FL	8/25/08-8/26/08	996.53
	TRAVELED WITH PRESIDENT BUSH	SACRAMENTO, CA	7/17/08-7/18/08	791.10
	ONKNOWN- VOUCHER MISSING	UNKNOWN	7/14/08-7/15/08	126.93
	SITE VISITS	INDIANAPOLIS, IN SACRAMENTO, CA	6/30/08-7/3/08	1769.84
	UNKNOWN	TAMPA, FL	6/10/08-6/11/08	699.26
	TRAVELED WITH THE SECRETARY	MADISON, WI	6/13/08-6/14/08	173.91
	UNKNOWN	DES MOINES, IA	6/12/08-6/13/08	155.60
	UNKNOWN	ANNISTON ARMY DEPOT	6/2/08-6/3/08	542.46
	SPOKE @ HURRICANE PREPAREDNESS WORKSHOP	TAMPA, FL	5/21/08-5/22/08	831.42
	UNKNOWN	CHICAGO, IL	5/14/08-5/15/08	520.79
	UNKNOWN	UNKNOWN	4/27/08-4/28/08	1356.92
	UNKNOWN	UNKNOWN	3/31/08-4/2/08	1334.43
	UNKNOWN	UNKNOWN	3/25/08-3/28/08	1743.03
	UNKNOWN	UNKNOWN	2/19/08-2/21/08	396.09
	UNKNOWN	UNKNOWN	2/13/08-2/14/08	784.78
	UNKNOWN	UNKNOWN	2/6/08-2/9/08	2395.77
	UNKNOWN	UNKNOWN	1/28/08-1/30/08	1050.54
	UNKNOWN	UNKNOWN	11/27/07-12/7/07	6415.29
	UNKNOWN	UNKNOWN	11/19/07-11/20/07	630.17
	UNKNOWN	UNKNOWN	10/30/07-11/1/07A	1034.38
	UNKNOWN	UNKNOWN	10/29/07-11/1/07	187.25
	UNKNOWN	UNKNOWN	10/23/07-10/25/07	625.14
	UNKNOWN	UNKNOWN	10/10/07-10/17/07	297.00
	UNKNOWN	UNKNOWN	10/1/07-10/3/07	366.43
CADE, GREGORY				

	ATTEND 2008 SECRETARY OF DEFENSE EMPLOYER SUPPORT FREEDOM AWARD CEREMONY	WASHINGTON, DC	9/18/08 LOCAL	17.00
	ATTEND STRATEGIC PLANNING MEETING @USFA/NETC; SPEAK TO THE MID ATLANTIC ASSOC OF STATE FIRE COMMISSIONS@ANNAPOLIS, MD	EMMITSBURG, MD ANNAPOLIS, MD	9/18/08-9/19/08 LOCAL	143.92
	ATTEND AND SPEAK AT THE NORTH AMERICAN FIRE TRAINING DIRECTORES ASSOCIATION ANNUAL CONFERENCE	PORTLAND, OR	9/9/08-9/11/08	848.75
	STRATEGIC PLANNING SESSION; MEETINGS	EMMITSBURG, MD	8/20/08-8/27/08	196.56
	ATTEND AND SPEAK AT THE CITY OF SALISBURY FIRE DEPT OPEN HOUSE AND DEDICATION FOR THE FIRE HQ AND STATION #16	SALISBURY, MD	8/23/08	172.46
	ATTEND AND SPEAK AT THE IAFC'S FIRE AND RESCUE INTERNATIONAL CONFERENCE	DENVER, CO	8/13/08-8/16/08	1538.96
	ATTEND MEETINGS @ NATIONAL INTERAGENCY FIRE CENTER ON THE WILDFIRES WITH DHS SECRETARY CHERTOFF.	BOISE, ID	8/5/08-8/7/08	1415.75
	USFA STRATEGIC PLANNING MEETING; FIREHOUSE EXPO EVENT; ATTEND NFFF BOARD MEETING	EMMITSBURG, MD BALTIMORE, MD	7/23/08-7/30/08 LOCAL	198.87
	WHILE ON OFFICIAL TRAVEL, WAS INSTRUCTED BY DEP. ADMINISTRATOR JOHNSON TO RETURN TO DC TO ATTEND MEETINGS WITH SECRETARY CHERTOFF ON CALIFORNIA WILDLAND ISSUES, TRAVELED TO NORFOLK AIRPORT TO PICK UP VEHICLE	NORFOLK, VA	7/19/08 LOCAL	135.04
	SCHEDULED TO SPEAK @ MICHIGAN ASSOC. OF FIRE CHIEFS IN TRAVERSE, MI, WHILE @ AIRPORT IN DERROIT MI, CONTACTED BY DEP ADMINISTRATOR TO RETURN TO DC TO ATTEND IMPORTANT MEETINGS WITH DHS SECRETARY AND OTHER ON WILDLAND FIRE SITUATION	TRAVERSE CITY, MI	7/15/08-7/15/08	792.85
	SPEAK @ WASHINGTON FIRE CHIEFS CONFERENCE	WENATCHEE, WA	7/9/08-7/11/08	1085.03
	SPEAK @NAT'L ASSOC. OF STATE FIRE MARSHALS CONFERENCE	DENVER, CO	7/1/08-7/3/08	1106.67
	ATTEND AND PARTICIPATE IN WILDLAND FIRE LEADERSHIP COUNCIL MEETING	SIOUX FALLS, SD	6/24/08-6/27/08	2038.21
	SPEAK @ SOUTHEASTERN ASSOC. OF FIRE CHIEFS ANNUAL LEADERSHIP CONFERENCE	CHATTANOOGA, TN	6/18/08-6/20/08	1687.89
	SPEAK @ MARYLAND STATE FIREMAN'S ASSOC. CONFERENCE	OCEAN CITY, MD	6/15/08-6/16/08	489.55
	ATTEND HOMELAND SECURITY CONFERENCE AND SPEAK @ 79 TH ANNUAL KENTUCKY STATE FIRE SCHOOL	LEXINGTON, KY	6/11/08-6/12/08	751.31
	USFA ALL HANDS AND STRATEGIC PLANNING MEETING; MEETINGS AT USFA/NETC; STRATEGIC PLANNING MEETING WITH MANAGERS @NETC; ATTEND FEC MEETING @ DEPT OF INTERIOR	EMMITSBURG, MD	6/4/08-6/13/08 LOCAL	274.52
	IFMIS- USFA ADMIN BLANKET TA	UNKNOWN	2/7/08-2/9/08	1446.62

	IFMIS- USFA ADMIN BLANKET TA	UNKNOWN	2/28/08-2/29/08	949.80
	IFMIS- USFA ADMIN BLANKET TA	UNKNOWN	3/3/08-3/7/08	1554.96
	IFMIS- USFA ADMIN BLANKET TA	UNKNOWN	3/17/08-3/21/08	2005.13
	IFMIS- USFA ADMIN BLANKET TA	UNKNOWN	3/26/08-3/27/08	578.24
	SPEAK @ 2008 LEADERSHIP CONFERENCE OF THE INT'L ASSOC OF WOMEN IN FIRE & EMERGENCY SERVICES	PHOENIX, AZ	4/24/08-4/25/08	522.95
	ATTEND WESTERN FIRE CHIEF ASSOC. ANNUAL PRESIDENTS FORUM	ANCHORAGE, AK	5/6/08-5/9/08	2264.39
	10 TH ANNIVERSARY CELEBRATION - CENTER FOR DOMESTIC PREPAREDNESS	FT. MCCELLELLAN, AL	6/2/08-6/3/09	542.46
	IFMIS- MTG W/ DAUGHTERS OF CHARITY & FF FOUNDATION DE FIRE	UNKNOWN	1/8/08-1/27/08	363.14
	IFMIS- MTG W/ SENATOR BOURDEN	CAPITAL HILL	10/2/07-10/2/07	12.00
	IFMIS- ATTEND NFA BOV MTG AND W/ MNGRS @ USFA/NETC	UNKNOWN	10/4/07-10/7/07	162.96
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	10/9/07-10/9/07	647.96
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	10/11/07-10/14/07	147.80
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	10/17/07-10/18/07	591.23
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	10/26/07-10/30/07	1917.75
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	10/26/07-10/30/07A	200.00
	IFMIS- SPEAK AT EQUITY DIVERSITY CONFERENCE	UNKNOWN	11/2/07-11/2/07	39.78
	IFMIS- ATTEND MEMORIAL, MEETINGS TO REP USFA	UNKNOWN	11/5/07-11/9/07	288.58
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	11/13/07-11/15/07	931.53
	IFMIS- FIRE CORPS CONFERENCE; HAVARD WORKSHOP OPENING; USFA OPEN HOUSE	UNKNOWN	12/3/07-12/7/07	156.54
	IFMIS- BLANKET TA FOR USFA ADMINISTOR TO TRAVEL	UNKNOWN	12/14/07-12/15/07	763.43
	IFMIS- ATTEND VARIOUS MEETINGS	UNKNOWN	2/5/08-2/23/08	264.82
	IFMIS- SPEAK MD CHIEF OFFICER SEMINAR & DFO SYMPOSIUM	UNKNOWN	3/1/08-3/30/08	113.50
	IFMIS- PURCHASE CLOTHING FOR SPEECH AIRLINE LOST LUGGAGE	UNKNOWN	3/4/08-3/4/08	289.38
	IFMIS- MTG @ THE NAC	UNKNOWN	4/1/08-4/1/08	40.00
	IFMIS- ATTEND VARIOUS MTGS REPRESENTING USFA	UNKNOWN	4/2/08-4/18/08	342.44
	IFMIS- IAFC METRO CHIEFS CONFERENCE	UNKNOWN	4/27/08-5/1/08	73.50
	IFMIS- AIFC EASTERN DIV MTG & FESCHE CONFERENCE	UNKNOWN	5/3/07-5/31/07	192.92
	CALIFORNIA WILDFIRES @ REQUEST OF ADMINISTRATOR PAULISON	LOS ANGELES, CA	10/23/07-10/25/07	1112.25
JOHNSON, HARVEY E				
	UNKNOWN	UNKNOWN	1/16/08-1/18/08	1131.81
	UNKNOWN	UNKNOWN	2/12/08-2/14/08	1448.11
	UNKNOWN	UNKNOWN	2/19/08-2/21/08	396.06
	UNKNOWN	UNKNOWN	3/30/08-3/31/08	1198.78
	UNKNOWN	UNKNOWN	4/9/08-4/10/08	423.85
	UNKNOWN	UNKNOWN	4/21/08-4/21/08	357.00

	UNKNOWN	UNKNOWN	5/13/08-5/14/08	540.78
	UNKNOWN	NEW ORLEANS, LA	8/26/08-8/28/08	1198.62
PETERSON, WILLIAM				
	NO VOUCHER AVAILABLE	UNKNOWN	05/19/08-05/22/08	923.47
	NO VOUCHER AVAILABLE	UNKNOWN	01/07/08	74.32
	NO VOUCHER AVAILABLE	UNKNOWN	02/03/09-02/05/09	679.38
	NO VOUCHER AVAILABLE	UNKNOWN	03/09/08-03/13/08	1931.04
	NO VOUCHER AVAILABLE	UNKNOWN	03/13/08-03/14/08	667.47
	NO VOUCHER AVAILABLE	UNKNOWN	03/24/08-03/25/08	584.32
	NO VOUCHER AVAILABLE	UNKNOWN	03/26/08	446.56
	NO VOUCHER AVAILABLE	UNKNOWN	03/28/08-04/07/08	1232.09
	NO VOUCHER AVAILABLE	UNKNOWN	04/07/08-04/11/08	2508.77
	NO VOUCHER AVAILABLE	UNKNOWN	04/22/08-04/25/08	911.92
	NO VOUCHER AVAILABLE	UNKNOWN	05/19/08-05/22/08	17.53
	NO VOUCHER AVAILABLE	UNKNOWN	05/28/08-05/29/08	638.60
	NO VOUCHER AVAILABLE	UNKNOWN	06/02/08-06/04/08	749.90
	NO VOUCHER AVAILABLE	UNKNOWN	06/18/08-06/20/08	943.65
	NO VOUCHER AVAILABLE	UNKNOWN	06/23/08-	42.42
	NO VOUCHER AVAILABLE	UNKNOWN	06/23/08-06/26/08	933.34
	NO VOUCHER AVAILABLE	UNKNOWN	07/22/08	27.25
	NO VOUCHER AVAILABLE	UNKNOWN	07/30/08-08/01/08	1777.46
	NO VOUCHER AVAILABLE	UNKNOWN	08/13/08-08/15/08	1631.56
	NO VOUCHER AVAILABLE	UNKNOWN	08/26/08-08/28/08	27.25
	NO VOUCHER AVAILABLE	UNKNOWN	09/07/08-09/11/08	450.00
	NO VOUCHER AVAILABLE	UNKNOWN	09/22/08-09/24/08	594.80
	NO VOUCHER AVAILABLE	UNKNOWN	10/01/07-10/02/07	272.69
	NO VOUCHER AVAILABLE	UNKNOWN	10/10/07-10/11/08	524.61
	NO VOUCHER AVAILABLE	UNKNOWN	10/21/07-	480.93
	NO VOUCHER AVAILABLE	UNKNOWN	10/25/07-10/27/07	27.25
	OFFICIAL DUTIES FOR EMERGENCY DECLARATION FOR OK	OKLAHOMA CITY	12/20/07-12/20/07	383.37
	SUPPORT WARM CELL	BATON ROUGE	11/15/07-11/16/07	680.27
	DISASTER DECLARATION FOR TEXAS	BEAUMONT, TX	12/10/07-12/11/07	646.61
	ATTEND SEMI-ANNUAL FCO REVIEW	ANNAPOLIS	01/14/08-01/16/08	1665.65
	NO INFORMATION AVAILABLE	NEW ORLEANS	01/17/08-01/18/08	649.33
	NATIONAL TRAVEL FEE-TRIP CANCELLED	TRIP CANCELLED	02/06/08-02/07/08	27.25
	DISASTER DECLARATION FO ARKANSAS	ARKANSAS	02/07/08-02/09/08	753.03
	NO INFORMATION AVAILABLE	BATON ROUGE, LA	02/12/08-052/14/08	969.61
	NATIONAL TRAVEL FEE, ATM & PARKING FOR CANCELLED TRIP	TRIP CANCELLED	03/19/08-03/19/08	47.78
	SUPPORT WARM CELL	BATON ROUGE, LA	05/07/08-05/09/08	910.90
	GULF COAST PLANNING CELL	AUSTIN, TX	05/14/08-05/15/08	670.59
	GULF COAST PLANNING CELL	BROWNSVILLE, TX	06/26/08-06/27/08	599.42
	SUPPORT OF WARM CELL	VICKSBURG, MS	07/09/08-07/10/08	1040.64
	NO INFORMATION AVAILABLE	NEW ORLEANS	07/14/08-07/17/08	1300.66
	PRELIMINARY DAMAGE ASSESSMENT IN REGION 6	AUSTIN, TX	07/24/08-07/25/08	1283.57

	CULF COAST RECOVERY	GULFPORT, MS	08/06/08-08/07/08	1340.19
	NATONAL TRAVEL FEE	TRIP CANCELLED	08/21/08	27.25
	EMERGENCY DECLARATION FOR TEXAS	HOUSTON, TX	09/18/08-09/19/08	695.85
MELTON, SIDNEY				
	OFFICIAL DUTIES IN CONNECTION W EMEG DISASTER DECLARATION FOR TEXAS	WASHINGTON, DC	9/17/08-9/25/08	3039.10
	OFFICIAL DUTIES FOR FLORIDA IN CONNECTION W RECOVERY EFFORTS DUE TO FAY	ATLANTA, GA	9/3/08-9/12/08	2703.16
	OFFICIAL DUTIES FOR FLORIDA IN CONNECTION W RECOVERY EFFORTS DUE TO FAY	ATLANTA, GA	8/27/08-9/1/08A	22.00
	OFFICIAL DUTIES FOR FLORIDA IN CONNECTION W RECOVERY EFFORTS DUE TO FAY	ATLANTA, GA	8/27/08-9/1/08	1626.11
	RELATED TO FORMALDEHYDE TESTING IN TEMP HOUSING UNITS IN GULF COAST REGION	WASHINGTON, DC	8/24/08-8/27/08	1185.87
	MEETINGS IN DC	WASHINGTON, DC	8/5/08-8/18/08	3325.15
	MEETING IN LA	NEW ORLEANS, LA	7/15/08-7/16/08	229.37
	MEETINGS IN MS	JACKSONVILLE, MS	7/10/08-7/11/08	169.14
	MEETINGS IN VA AND DC	DC; FAIRFAX CO, VA	6/17/08-6/26/08	3536.15
	CONFERENCE	TAMPA, FL	6/1/08-6/6/08	677.30
	ESF6 CONFERENCE	TAMPA, FL	6/1/08-6/6/08	242.00
	CONFERENCE	MOBILE, AL	5/21/08-5/23/08	474.46
	CONFERENCE	MOBILE, AL	5/21/08-5/23/08	150.74
	MEETINGS IN LA	NEW ORLEANS, LA	5/12/08-5/14/08	511.56
	SUMMIT	ORLANDO, FL	4/28/08-5/1/08	569.54
	MEETING IN LA	NEW ORLEANS, LA	4/14/08-4/16/08	511.56
	MEETING W GOV OF MISSISSIPPI; VISIT AFO	JACKSONVILLE, MS	4/9/08-4/10/08	184.14
	NAT'L HURRICANE CONFERENCE	ORLANDO, FL	3/28/08-4/6/08	2117.51
	SES BRIEFING	WASHINGTON, DC	3/25/08-3/28/08	1221.65
	NO EXPLANATION WITHIN VOUCHER	MONTGOMERY, AL	3/19/08-3/20/08	187.94
	NO EXPLANATION WITHIN VOUCHER	WASHINGTON, DC	2/24/08-3/1/08	1938.39
	NO EXPLANATION WITHIN VOUCHER	JACKSONVILLE, MS	2/5/08-2/6/08	188.14
	MTG @ HANCOCK CO CHAMBER OF COMMERCE	BAY ST. LOUIS, MS	1/7/08	15.00
	MEETINGS	JACKSONVILLE, MS	12/6/07-12/7/07	141.95
	MEETINGS IN LA	NEW OLREANS, MS	11/30/07-12/2/07	513.56
	MEETINGS IN LA	NEW OLREANS, MS	11/27/08-11/28/08	270.53
	SENIOR LEADERSHIP CONFERENCE	EGLIN AFB, FL	10/31/08-11/2/08	388.09
	CONFERENCE	TAMPA, FL	11/5/07-11/8/08	991.53
	MEETING IN LA	NEW ORLEANS, LA	10/9/07-10/11/07	559.01
	MEETINGS IN GA	ATLANTA, GA	10/3/07-10/6/07	633.80
KEMPF JR, STEPHEN				
	ATTEND REMAC MEETING	REG V CHICAGO, IL	06/18/08-06/20/08	\$1257.02
	ATTEND FULL SCALE EXERCISE WITH NY STATE EMERGENCY MANAGEMENT	ALBANY, NY	06/04/08-06/04/08	\$194.51
	TRIPS ON 6/10 TRENTON, NJ, 6/11 FAIRLAWN, NJ, 6/12 ALBANY, NY, & 6/13 KEANSBURG, NJ	NJ-NY TRIP CANCELED	06/10/08-06/13/08	\$303.55

	ATTEND NESEC QUARTERLY BOARD MEETING	CONCORD, NH	08/20/08-08/22/08	\$790.09
	LOCAL	ATLANTIC CITY, NJ AND EOC/OEM-NJ	06/16/08-06/16/08	\$97.44
	LOCAL	MEDFORD, NJ	06/23/08-03/23/08	\$44.44
	LOCAL	NJ, PA, MA	06/23/08-07/02/08	\$303.45
	LOCAL	NJ	07/09/08-07/14/08	\$212.61
	LOCAL	NJ	08/01/08-08/11/08	\$225.42
	LOCAL	NEW YORK CITY	08/12/08-08/12/08	\$217.00
	LOCAL	NJ	09/10/08-09/10/08	\$18.00
	LOCAL	NJ, PA	08/30/08-09/11/08	\$300.69
	LOCAL	NJ/CAPE MAY	09/10/08-09/23/08	\$225.12
	ATTEND RISC MEETING	PUERTO RICO	11/27/07-11/29/07	\$532.68
	ATTEND SEMI ANNUAL FCO OPERATIONAL CONFERENCE	ANNAPOLIS, MD	01/14/08-01/16/08	\$686.88
	NY GOV'S FLOOD SUMMIT	BINGHAMTON, NY	02/27/08-02/28/08	\$144.50
	ATTEND MEETING-FLOOD PROGRAM-CONG PASCARELL AND MEETING WITH NYSEMO, PFO, FCO, ETC.	ALBANY, NY	04/21/08-04/22/08	\$198.20
	MEET W/LOCAL PR LOCAL OFFICIALS TO DISCUSS STATUS ON SEVERAL 1613DR PROJECTS	SAN JUAN & NAV. PR	08/13/08-08/16/08	\$1979.06
	NYS DISASTER PREPAREDNESS CONFERENCE	SYRACUSE, NY	09/14/08-09/17/08	\$632.71
HAINJE, RICHARD				
	PERFORMED DISASTER RECOVERY IN KANSAS IN SUPPORT OF DR-1699	WICHITA, KS	10/02/07-10/03/07	\$268.56
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1699	TOPEKA, KS	10/11/07	\$84.39
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR 1705	DES MOINES, IA	11/15/07-11/16/07	\$210.04
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR 1705	DES MOINES, IA	11/15/07A	\$75.50
	PERFORMED DISASTER RECOVERY IN SUPPORT OF EM 3282	TOPEKA, KS	12/17/07	\$134.44
	PERFORMED DISASTER RECOVERY IN SUPPORT OF EM 3282	TOPEKA, KS	12/17/07A	\$29.25
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1736	JEFFERSON CITY, MO	1/08/08-1/09/08	\$256.08
	ATTENDED SEMI-ANNUAL FCO REVIEW IN ANNAPOLIS, MD	ANNAPOLIS, MD	1/14/08-1/16/08	\$917.28
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1741	TOPEKA, KS	3/14/08	\$71.87
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1741	TOPEKA, KS	3/19/08	\$76.44
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1741	TOPEKA, KS	3/19/08	\$76.44
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1749	JEFFERSON CITY, MO	3/21/08	\$210.04
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1699	PRATT, KS	4/29/08-4/30/08	\$491.59
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1699	PRATT AND WICHITA, KS	5/02/08-5/05/08	\$781.33
	PERFORMED PRELIMINARY DAMAGE ASSESSMENT IN VARIOUS STATES WITH FEMA REGION VII	JOPLIN, MO	5/12/08-5/13/08	\$335.80

	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	5/27/08-5/28/08	\$608.08
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1749	DES MOINES, IA	6/12/08-6/13/08	\$514.15
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1749	DES MOINES, IA	6/14/08-6/20/08	\$1533.63
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1749	ST. LOUIS, MO	6/23/08-6/24/08	\$391.58
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1737	DES MOINES, IA	06/30/08-07/02/08	\$598.26
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1773	ST. LOUIS, MO	07/07/08	\$347.89
	PERFORMED DISASTER RECOVERY IN MISSOURI IN SUPPORT OF DR-1773	JEFFERSON CITY, MO	07/15/08	\$216.61
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	07/16/08-07/18/08	\$615.70
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	07/24/08-07/25/08	\$388.91
	NO VOUCHER AVAILABLE		07/31/08-08/01/08	\$1421.18
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	CEDAR RAPIDS, IA	08/05/08-08/06/08	\$1423.33
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	08/10/08-08/11/08	\$1397.49
	ATTENDED 2008 FEB EXECUTIVE FORUM	BRANSON, MO	08/13/08-08/15/08	\$330.66
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	08/19/08-08/22/08	\$989.08
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	08/28/08-08/29/08	\$381.87
	PERFORMED DISASTER RECOVERY IN IOWA IN SUPPORT OF DR-1763	DES MOINES, IA	09/09/08-09/11/08	\$621.11
	PERFORMED DISASTER RECOVERY IN SUPPORT OF DR-1699	WICHITA, KS	09/18/08-09/19/08	\$532.46
	ATTENDED FIFTH ANNUAL GOVERNOR'S HOMELAND SECURITY CONFERENCE	DES MOINES, IA	09/29/08-09/30/08	\$447.74

Question: Please list the number, by office and pay grade level, of all FEMA employees hired non-competitively in fiscal year 2008.

ANSWER: The table below reflects permanent full time employees hired non-competitively in fiscal year 2008.

FEMA ORGANIZATION	GRADE	Employee Type: PFT
Management	09	1
Subtotal - Management		1
Policy & Program Analysis	11	1
Subtotal - Policy & Program Analysis		1
Disaster Operations	11	2
	12	2
Subtotal - Disaster Operations		4
GRAND TOTAL		6

Contracts

Question: Update and submit, through the most recent month available, the list provided in last year's hearing record (2009, Part 4, pages 208-467) regarding Sole Source Contracts. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: The tables that follow are updated data listing all disaster-related non-competitive actions for the Second through Fourth Quarters of FY 2008, as well as the First Quarter of FY 2009. This information is compiled every quarter and includes the contractor name, requirement descriptions program code, obligation amount, issue date, completion date, and reason not competed for the actions.

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					DESCRIPTION OF REQUIREMENT		REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT				
1	SYSCO CORPORATION	9/9/2008	11/1/2008	\$20,000,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Gustav.		UNUSUAL AND COMPELLING URGENCY	
2	U.S. FOODSERVICE, INC.	9/29/2008	11/1/2008	\$9,000,000	Reference: Texas Hurricane Ike (1791DR). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Ike.		UNUSUAL AND COMPELLING URGENCY	
3	INDUSTRIES OF THE BLIND (INC)	9/15/2008	12/31/2008	\$8,862,500	Reference: Louisiana Hurricane Gustav (1786DR). Provide self help larp.		DIRECTED TO JWOD NONPROFIT	
4	ALUTIQ GLOBAL SOLUTIONS LLC	9/17/2008	4/1/2009	\$6,236,621	Reference: Multiple Fund Codes. Provide readiness and surge support services.		AUTHORIZED BY STATUTE - 8(a)	
5	U.S. FOODSERVICE, INC.	9/15/2008	11/1/2008	\$4,000,000	Reference: Texas Hurricane Ike (3294EM). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Ike.		UNUSUAL AND COMPELLING URGENCY	
6	NOBLE SALES CO., INC.	9/5/2008	9/15/2008	\$3,894,354	Reference: Louisiana Hurricane Gustav (3289EM). Provide MREs in response to Hurricane Gustav.		UNUSUAL AND COMPELLING URGENCY	
7	ALUTIQ GLOBAL SOLUTIONS LLC	5/7/2008	3/31/2009	\$3,624,355	Reference: DRF-Logistics-Operational Support (4527RD). Provide readiness and travel support services.		AUTHORIZED BY STATUTE - 8(a)	
8	ARCHITECTS GROUP, INC., THE	9/29/2008	12/6/2008	\$3,499,920	Reference: Texas Hurricane Ike (1791DR). Furnish building inspections and cost estimating for substantial damage determinations in support of victims of Hurricane Ike in the state of TX.		UNUSUAL AND COMPELLING URGENCY	
9	U.S. FOODSERVICE, INC.	9/20/2008	11/1/2008	\$2,800,000	Reference: Texas Hurricane Ike (3294EM). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Ike.		UNUSUAL AND COMPELLING URGENCY	
10	ARCHITECTS GROUP, INC., THE	9/30/2008	9/30/2009	\$2,760,000	Reference: Multiple Fund Codes. Provide residential substantial damage estimate (RSDE) inspectors for state mitigation requirements for flood plain information.		UNUSUAL AND COMPELLING URGENCY	
11	U.S. FOODSERVICE, INC.	9/30/2008	11/1/2008	\$2,500,000	Reference: Texas Hurricane Ike (1791DR). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Ike.		UNUSUAL AND COMPELLING URGENCY	
12	URS GROUP INC	9/9/2008	3/29/2009	\$2,385,869	Reference: Multiple Fund Codes. Provide program integration & support for FEMA hazard mitigation assistance grants programs.		FOLLOW-ON CONTRACT	
13	NATIONAL RAILROAD PASSENGER CORPORATION	8/30/2008	12/31/2008	\$2,360,740	Reference: DRF-Surge-Disast Supt Accs-Pre-Declare/Mobilize (7208U). Provide rail evacuation of Hurricane Gustav.		ONLY ONE SOURCE - OTHER	
14	VERIZON FEDERAL INC	9/12/2008	1/31/2009	\$2,321,816	Reference: Multiple Fund Codes. Bridge for telecom services contract.		UNUSUAL AND COMPELLING URGENCY	
15	VERIZON FEDERAL INC	9/17/2008	1/31/2009	\$2,310,946	Reference: Multiple Fund Codes. Bridge for telecom services contract.		UNUSUAL AND COMPELLING URGENCY	
16	F & B CATERING	7/22/2008	9/10/2008	\$2,166,000	Reference: Mississippi Hurricane Katrina (1604DR). Develop and provide a voucher system and food services to MS applicants relocated to alternate housing without in-room food preparation and storage facilities (kitchens or kitchenettes). Awardee was a local vendor.		UNUSUAL AND COMPELLING URGENCY	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
17	SYSCO CORPORATION	9/15/2008	11/1/2008	\$2,000,000	Reference: Texas Hurricane Ike (3294EM). Provide food and beverage commodities to be delivered to multiple locations in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
18	ALUTHIO GLOBAL SOLUTIONS LLC	6/6/2008	6/29/2009	\$1,984,604	Reference: Alabama Hurricane Katrina (1605DR). Provide readiness and surge support services.	AUTHORIZED BY STATUTE - 8(a)
19	SPECIAL OPERATIONS GROUP INC	9/22/2008	10/22/2008	\$1,661,654	Reference: Texas Hurricane Ike (1791DR). Mobile sleeper units for first responders and vehicles to be staged in Galveston Island, Galveston, TX as a result of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
20	ALUTHIO GLOBAL SOLUTIONS LLC	9/9/2008	11/4/2008	\$1,541,518	Reference: DRF-Surge-Dissat Suprt. Accus-Pre-Declare/Mobilize (7220SU). Provide surge support for Hurricane Gustav.	AUTHORIZED BY STATUTE - 8(A)
21	FRONT ROWE, INC	7/11/2008	7/8/2009	\$1,509,354	Reference: Louisiana Hurricane Katrina (1603DR). Provide file management support to the Office of Record Management.	AUTHORIZED BY STATUTE - 8(A)
22	WARRIOR GROUP INC, THE	9/25/2008	10/25/2008	\$1,500,000	Reference: Texas Hurricane Ike (1791DR). Haul & install mobile homes and park models under Hurricane Ike.	AUTHORIZED BY STATUTE - 8(A)
23	VERIZON FEDERAL INC	9/23/2008	1/31/2009	\$1,415,569	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
24	SILOSMASHERS INCORPORATED	3/26/2008	12/10/2008	\$1,330,000	Reference: DRF Total Asset Visibility System (TAV) (4525RD). Provide TAV support services to consulting and program management support for Logistics.	AUTHORIZED BY STATUTE 8(a)
25	VERIZON FEDERAL INC	8/19/2008	1/31/2009	\$1,311,064	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
26	F & B CATERING	6/19/2008	7/11/2008	\$1,116,694	Reference: Mississippi Hurricane Katrina (1604DR). Provide an interim solution to DSG "Emergency Food Supplemental Assistance" to include a coucher system and food services to MS applicants relocated to alternate housing without in-room food preparation and storage facilities (kitchens/kitchenettes) while longer-term contract is being developed and competed. Awardee is a local vendor.	UNUSUAL AND COMPELLING URGENCY
27	NATIONAL RAILROAD PASSENGER CORPORATION	6/12/2008	12/31/2008	\$1,093,207	Reference: DRF-Logistics-Transportation Support-Evacuation (4528RD). Provide emergency rail evacuation services for New Orleans, LA.	ONLY ONE SOURCE - OTHER
28	VERIZON FEDERAL INC	7/22/2008	1/31/2009	\$1,079,920	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
29	ALUTHIO GLOBAL SOLUTIONS LLC	5/7/2008	6/29/2008	\$1,075,645	Reference: DRF-Logistics-Operational Support (4527RD). Provide readiness and surge support.	AUTHORIZED BY STATUTE - 8(a)
30	F & B CATERING	5/12/2008	7/11/2008	\$1,072,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide an interim solution to DSG "Emergency Food Supplemental Assistance" to include a coucher system and food services to MS applicants relocated to alternate housing without in-room food preparation and storage facilities (kitchens/kitchenettes) while longer-term contract is being developed and competed. Awardee is a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD/LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
31	MACRO OIL COMPANY INC	9/15/2008	11/30/2008	\$1,000,000	Reference: Louisiana Hurricane Gustav (3389EM). Provide diesel fuel to run generators at the Joint Field Office for fleet vehicles as no local gas stations had generator to pump fuel. Awarded as a local vendor.	UNUSUAL AND COMPELLING URGENCY
32	MOBILE MEDICAL INTERNATIONAL CORPORATION	9/29/2008	11/25/2008	\$1,000,000	Reference: Texas Hurricane Ike (1791DR). Provide mobile medical facility to be provided at Galveston, TX under Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
33	FLUOR ENTERPRISES, INC.	5/30/2008	5/31/2009	\$999,340	Reference: DRF-Disaster Assistance Directorate (4325RD). Provide management and administrative support services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
34	AVAYA GOVERNMENT SOLUTIONS	3/24/2008	9/30/2008	\$967,063	Reference: Multiple Fund Codes. Provide telephone operator services.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
35	MULTIMAX ARRAY FIRSTSOURCE	8/22/2008	9/22/2008	\$899,562	Reference: Multiple Fund Codes. Provide software services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
36	NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	5/31/2008	5/31/2009	\$830,702	Reference: DRF-Disaster Assistance Directorate (4325RD). Provide management and administrative support services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
37	COMPU-CURE OF NEW ORLEANS INC	6/12/2008	6/30/2008	\$806,979	Reference: Louisiana Hurricane Katrina (1603DR). Provide laptop computers, monitors, and keyboards.	AUTHORIZED BY STATUTE - 8(a)
38	F & B CATERING	4/30/2008	7/10/2008	\$800,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide meals to relocated applicants.	UNUSUAL AND COMPELLING URGENCY
39	CHENEGA FEDERAL SYSTEMS, LLC	1/17/2008	9/30/2008	\$765,445	Reference: Multiple Fund Codes. Provide administrative support services for the Emergency Management Institute course deliveries.	AUTHORIZED BY STATUTE - 8(a)
40	VERIZON FEDERAL INC	9/16/2008	1/31/2009	\$753,974	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
41	ALUTHIO GLOBAL SOLUTIONS LLC	8/28/2008	10/31/2008	\$708,367	Reference: Multiple Fund Codes. Provide surge support for LA disaster.	AUTHORIZED BY STATUTE - 8(A)
42	ALUTHIO GLOBAL SOLUTIONS LLC	9/19/2008	10/31/2008	\$690,185	Reference: Louisiana Hurricane Gustav (1786DR). Provide surge support for DC - Fort Worth, TX.	AUTHORIZED BY STATUTE - 8(A)
43	PREMIER & COMPANIES INC	9/19/2008	9/19/2008	\$665,998	Reference: Louisiana Hurricane Gustav (1786DR). Provide needed chard for lamps in support of Hurricane Gustav.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
44	ATCHISON GROUP INC	9/3/2008	12/3/2008	\$621,000	Reference: Louisiana Hurricane Gustav (3389EM). Provide corporate housing for Hurricane Gustav responders.	UNUSUAL AND COMPELLING URGENCY
45	PATH LLC	8/27/2008	2/8/2009	\$606,389	Reference: DRF-Disaster Assistance Directorate-NPSCs (4425RD). Readiness Cost - Six Months Extension	FOLLOW-ON CONTRACT
46	CH2M HILL FACILITIES & INFRASTRUCTURE INC	8/11/2008	8/9/2008	\$596,592	Reference: DRF-Disaster Assistance Directorate-NPSCs (4425RD). Iatac Readiness Cost For Six Months Extension	FOLLOW-ON CONTRACT

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
47	FLUOR CORPORATION	8/12/2008	2/8/2009	\$570,577	Reference: DRF-Disaster Assistance Directorate-NPSCs (4425RD). Six Months Extension - Readiness Cost	FOLLOW-ON CONTRACT
48	TRANSPORTATION MANAGEMENT SERVICES	9/12/2008	9/30/2008	\$462,633	Reference: DRF-Surge Disaster Support Act's Pre-Declared/Mobilization (722080). Provide operations support for bus evacuation as a result of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
49	NATIONAL RAILROAD PASSENGER CORPORATION	8/4/2008	12/31/2008	\$333,560	Reference: DRF-Logistics-Transportation Support-Evacuation (4528RD). Provide emergency rail evacuation.	ONLY ONE SOURCE - OTHER
50	ATCHISON GROUP INC	9/16/2008	12/15/2008	\$332,800	Reference: Texas Hurricane Ike (1791DR). Provide corporate apartments/lodging for FEMA employees responding to disaster.	UNUSUAL AND COMPELLING URGENCY
51	CHENEGA FEDERAL SYSTEMS, LLC	2/7/2008	10/31/2008	\$324,130	Reference: Multiple Fund Codes. Provide extension of programming and maintenance support.	AUTHORIZED BY STATUTE 8(a)
52	CONCEPT SOLUTIONS LLC	3/4/2008	3/4/2009	\$304,195	Reference: DRF-FEMA Office For Gulf Coast Recovery (7491KA). 8(a) contract to provide acquisition system support services for the Office of Acquisition Management.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
53	POST, BUCKLEY, SCHUH & JERNIGAN INC	8/11/2008	2/8/2009	\$499,436	Reference: DRF-Disaster Assistance Directorate-NPSCs (4425RD). IA-TAC Six Months Extension - Readiness Costs	FOLLOW-ON CONTRACT
54	MURILLO MODULAR GROUP LTD	6/24/2008	7/17/2008	\$464,267	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable showers in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
55	RETIREMENT COMMUNITIES LLC	2/7/2008	2/7/2008	\$445,634	Reference: Florida Hurricane Ivan (1551DR). Continuation of land lease for remediation of former Catalina group site.	FOLLOW-ON CONTRACT
56	ALUTIO GLOBAL SOLUTIONS LLC	9/22/2008	10/31/2008	\$428,923	Reference: Louisiana Hurricane Gustav (1786DR). Provide surge support for Hurricane Gustav.	AUTHORIZED BY STATUTE - 8(A)
57	VERIZON FEDERAL INC	9/4/2008	1/31/2009	\$426,380	Reference: Multiple Fund Codes. Provide telecom products and services.	UNUSUAL AND COMPELLING URGENCY
58	VERIZON FEDERAL INC	9/23/2008	1/31/2009	\$425,000	Reference: Louisiana Hurricane Gustav (1786DR). Bridge for telecom services.	UNUSUAL AND COMPELLING URGENCY
59	VERIZON FEDERAL INC	9/9/2008	1/31/2009	\$405,263	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
60	VERIZON FEDERAL INC	7/29/2008	1/31/2009	\$379,514	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
61	INNOVATIVE EMERGENCY MANAGEMENT, INC.	6/3/2008	12/24/2008	\$347,454	Reference: DRF-Warn Call Operations (4636RD). Provide personnel to assist with the development of national disaster air operations in support of Hurricane Katrina relief efforts.	FOLLOW-ON CONTRACT
62	SILOSMASHERS, INC.	8/6/2008	12/10/2008	\$326,000	Reference: DRF-Total Asset Visibility System (TAV) (4525RD). Approve TAV systems support.	AUTHORIZED BY STATUTE - 8(A)
63	CHENEGA FEDERAL SYSTEMS, LLC	2/7/2008	10/31/2008	\$317,219	Reference: Multiple Fund Codes. Provide extension of laboratory support.	AUTHORIZED BY STATUTE 8(a)
64	CHENEGA FEDERAL SYSTEMS, LLC	8/25/2008	7/14/2009	\$315,204	Reference: Multiple Fund Codes. Provide system administrators and webmaster services.	AUTHORIZED BY STATUTE - 8(A)

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
65	MOORE GROUP INC, THE	8/20/2008	9/3/2008	\$306,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide vehicles (trucks) to support logistics operations at the staging area. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
66	GROUP 1 SOFTWARE, INC.	2/1/2008	1/31/2009	\$288,043	Reference: DRF-IT-NEMIS & DMARTS (4610AD). Provide licenses for NEMIS; GEOSTAN and address broker license maintenance.	ONLY ONE SOURCE - OTHER
67	VERIZON FEDERAL INC	8/27/2008	1/31/2009	\$284,833	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
68	TRANSPORTATION MANAGEMENT SERVICES	9/26/2008	5/31/2013	\$281,722	Reference: Louisiana Hurricane Gustav (1786DR). Pre-positioning support for Hurricane Gustav landfall.	UNUSUAL AND COMPELLING URGENCY
69	TRANSPORTATION MANAGEMENT SERVICES	8/30/2008	5/31/2013	\$281,722	Reference: DRF-Surge-Disast Suprt Accts-Pre-Declare/Mobilize (72205U). Pre-positioning support for Hurricane Gustav landfall.	UNUSUAL AND COMPELLING URGENCY
70	VERIZON FEDERAL INC	9/26/2008	1/31/2009	\$281,629	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
71	OTIS CORPORATION	8/26/2008	9/3/2008	\$275,921	Reference: Louisiana Hurricane Katrina (1603DR). Provide trucks needed to transport trailers for THU. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
72	NEW LIGHT TECHNOLOGIES, INC	9/12/2008	9/29/2009	\$272,025	Reference: DRF-IT-Geographical Information Systems (GIS) (4670AD). Provide GIS technical support services.	AUTHORIZED BY STATUTE - 8(A)
73	VERIZON FEDERAL INC	8/1/2008	1/31/2009	\$270,744	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
74	ALUTIQ GLOBAL SOLUTIONS LLC	3/15/2008	3/31/2008	\$247,029	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide telecommunication surge support.	ONLY ONE SOURCE - OTHER
75	THE COUNCIL OF STATE GOVERNMENTS	9/28/2008	10/2/2008	\$246,168	Reference: Multiple Fund Codes. Deploy EMAC staff to NRCC, Washington, DC; Denton, TX, and Atlanta, GA.	ONLY ONE SOURCE - OTHER
76	VERIZON FEDERAL INC	9/9/2008	1/31/2009	\$241,975	Reference: Multiple Fund Codes. Provide telecom products and services.	UNUSUAL AND COMPELLING URGENCY
77	TRUCKLA SERVICES INC	7/25/2008	9/30/2008	\$236,218	Reference: DRF-EHU Storage&Transprtn (4521RD). Install pre-fab storage building.	AUTHORIZED BY STATUTE - 8(A)
78	GROUP 1 SOFTWARE, INC.	4/25/2008	7/31/2007	\$233,124	Reference: DRF-IT-NEMIS & DMARTS (4610AD). Ratification for software license maintenance for the period from 09/8/2006 - 08/2/2007 to support E-NEMIS.	FOLLOW-ON CONTRACT
79	KEMSCO INC	2/21/2008	9/30/2008	\$225,000	Reference: DRF - DC Puerto Rico (4523AD). Provide generator maintenance for 168 gen sets at Manahoe Logistics Center.	AUTHORIZED BY STATUTE 8(a)
80	MURILLO MODULAR GROUP LTD	7/19/2008	9/30/2007	\$216,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable shower units in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
81	ASPECT	8/20/2008	8/27/2009	\$215,385	Reference: DRF-Texas NPSC-Denton, Tx (4430AD). Provide software upgrade of Core eWFM from current v6.4 to v7.1 and Empower Module to service all four NPSCs.	ONLY ONE SOURCE - OTHER

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
82	ELECTRONIC DATA SYSTEMS CORPORATION	2/15/2008	5/15/2008	\$209,759	Reference: DRF - IT - NEMIS & DMARTS (4610AD). Provide information technology for internet registrations.	FOLLOW-ON CONTRACT
83	SHAW ENVIRONMENTAL, INC	8/13/2008	2/8/2009	\$208,589	Reference: DRF-Disaster Assistance Directorate-NPSC's (4425RD). IA TAC Readiness Cost For Six Months Extension	FOLLOW-ON CONTRACT
84	ALON INC	9/30/2008	6/30/2009	\$199,932	Reference: DRF-Planning & Evaln-Ia/Pa/Grants Declaration Unit (4320AD). Provide disaster case management pilot program evaluation.	AUTHORIZED BY STATUTE - 8(A)
85	MURILLO MODULAR GROUP LTD	6/21/2008	9/30/2007	\$177,500	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide porta joins in support of IA disaster relief efforts.	AUTHORIZED BY STATUTE - 8(g)
86	ALUTHIQ GLOBAL SOLUTIONS LLC	9/23/2008	10/12/2008	\$170,313	Reference: Texas Hurricane Ike (3294EM). Provide surge support for DC - Fort Worth, TX.	AUTHORIZED BY STATUTE - 8(A)
87	SPECIAL OPERATIONS GROUP INC	6/24/2008	7/17/2008	\$163,853	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable showers in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
88	AG-MERIWETHER SALEM CORP	1/28/2008	4/30/2008	\$151,420	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Lease of office space for the Salem, OR Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
89	L. H. T. SERVICES, INC.	8/30/2008	9/10/2008	\$150,200	Reference: Multiple Fund Codes. Repair generators at various sites for special medical needs.	AUTHORIZED BY STATUTE - 8(A)
90	COAST ELECTRIC POWER ASSN	1/10/2008	8/31/2008	\$150,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide electrical services to victims of Hurricane Katrina.	UTILITIES FAR 41.2
91	COLUMBIA GAS OF PENNSYLVANIA, INC	1/15/2008	9/30/2008	\$150,000	Reference: DRF-Rent Charges For Office Space (4005AD). Provide utility services for the logistic center Cumberland warehouse complex located in Cumberland, MD.	ONLY ONE SOURCE - OTHER
92	RYDER TRUCK RENTAL INC	9/16/2008	10/14/2008	\$150,000	Reference: Texas Hurricane Ike (1791DR). Provide 100 53' dry box trailers in support of the response/recovery effort associated with Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
93	AVAYA GOVERNMENT SOLUTIONS	8/4/2008	9/30/2008	\$148,237	Reference: DRF-IT-Telecomm-Defense Related (4641AD). Provide telephone operator services.	SIMPLIFIED ACQUISITION (SAFS)
94	TRANSPORTATION MANAGEMENT SERVICES	9/4/2008	5/31/2013	\$145,211	Reference: Louisiana Hurricane Gustav (1786DR). Provide support services for Tropical Storm Hanna.	SIMPLIFIED ACQUISITION (SAFS)
95	VERIZON FEDERAL INC	5/19/2008	1/31/2009	\$135,414	Reference: Louisiana Hurricane Katrina (1603DR). Provide telecommunications support services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
96	ENTERGY LOUISIANA, LLC	3/17/2008	1/20/2009	\$132,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide electricity services for FEMA warehouse in support of Hurricane Katrina relief efforts.	UTILITIES FAR 41.2
97	ALUTHIQ GLOBAL SOLUTIONS LLC	8/26/2008	6/29/2008	\$129,477	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). Provide surge support for KS disaster.	AUTHORIZED BY STATUTE - 8(A)
98	VERIZON FEDERAL INC	9/12/2008	1/31/2009	\$125,563	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
99	HEALTHCON, INC.	9/12/2008	9/25/2008	\$119,874	Reference: Louisiana Hurricane Katrina (1603DR). Provide vehicles (trucks) for EHL. Awarded was a local vendor.	AUTHORIZED BY STATUTE - 8(A)	
100	QMX SUPPORT SERVICES, INC.	8/5/2008	1/31/2009	\$119,518	Reference: Multiple Fund Codes. Provide 83 fixed BMC licenses, 11 floating licenses with maintenance.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER	
101	INLAND MADISON LLC	9/26/2008	11/10/2008	\$118,164	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide Joint Field Office Lease.	UNUSUAL AND COMPELLING URGENCY	
102	INLAND MADISON LLC	8/7/2008	9/30/2008	\$118,164	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide Joint Field Office Lease.	UNUSUAL AND COMPELLING URGENCY	
103	INLAND MADISON LLC	6/25/2008	9/30/2008	\$118,164	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Lease of space for the Joint Field Office responding to WI disaster.	UNUSUAL AND COMPELLING URGENCY	
104	RYDER TRUCK RENTAL INC	9/29/2008	10/30/2008	\$115,999	Reference: Texas Hurricane Ike (1791DR). Provide 100 53' dry box trailers in support of the response/recovery effort associated with Hurricane Ike.	SIMPLIFIED ACQUISITION (SAPS)	
105	ENERGY PRO O.S.C. LLC	9/30/2008	9/19/2007	\$112,000	Reference: DRF-DC Hawaii (4531AD). Provide generator maintenance.	AUTHORIZED BY STATUTE - SDYOSB	
106	TEXAS GENERAL LAND OFFICE	5/19/2008	6/1/2008	\$109,560	Reference: Louisiana Hurricane Katrina (1603DR). Claim settlement for services received at the onset of Hurricane Katrina.	ONLY ONE SOURCE - OTHER	
107	VERIZON FEDERAL INC	9/12/2008	1/31/2009	\$108,714	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY	
108	W W GRAINGER, INC	7/22/2008	6/30/2009	\$106,273	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide tools, equipment, personal protective equipment for flood relief clean up.	UNUSUAL AND COMPELLING URGENCY	
109	HOLLAND & KNIGHT LLP	1/30/2008	2/4/2008	\$105,000	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Reimbursement of legal fees for case 05-16771 11th CIR.	ONLY ONE SOURCE - OTHER	
110	PORTLAND TERMINAL, LLC	2/5/2008	4/30/2008	\$105,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Funding of GSA Federal Operations Staging Area Lease.	UNUSUAL AND COMPELLING URGENCY	
111	ENTERPRISE RENT-A-CAR	9/11/2008	9/7/2008	\$101,904	Reference: Louisiana Hurricane Gustav (1786DR). Rental of vans to move personnel, supplies, and prepare shelters for Gustav.	UNUSUAL AND COMPELLING URGENCY	
112	AID MATRIX FOUNDATION, THE	6/12/2008		\$100,000	Reference: DRF-Disaster Assistance Directorate (4325RD). Provide readiness and travel support services.	ONLY ONE SOURCE - OTHER	
113	ALPHAPOINTE ASSOCIATION FOR THE BLIND	7/21/2008	9/30/2008	\$100,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies for restocking purposes for JFO and satellite offices.	UNIQUE SOURCE	
114	ALUTIQ GLOBAL SOLUTIONS LLC	8/29/2008	10/31/2008	\$100,000	Reference: DRF-Surge-Disast Suprt Accts-Pre-Declare/Mobilize (7220SU). Provide surge support for Hurricane Gustav.	AUTHORIZED BY STATUTE - 8(A)	
115	AUTORIDAD DE ENERGIA ELECTRICA DE PUERTO RICO	4/24/2008	9/30/2008	\$100,000	Reference: Puerto Rico Severe Storms, Flooding, Landslides, And Mudslides (1613DR). Provide electric utility services.	UTILITIES FAR 41.2	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
116	ENERGY PRO O.S.C. LLC	9/4/2008	9/19/2007	\$100,000	Reference: DRF-DC Hawaii (4531AD). Provide generator maintenance.	AUTHORIZED BY STATUTE - SDVOSB
117	GRAYBAR ELECTRIC COMPANY, INC.	9/7/2008	12/6/2008	\$100,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide electrical and related supplies to support Gustav disaster.	UNUSUAL AND COMPELLING URGENCY
118	HOME DEPOT U.S.A., INC.	9/6/2008	12/5/2008	\$100,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide building materials and related products in support of Hurricane Gustav disaster operations.	UNUSUAL AND COMPELLING URGENCY
119	MURILLO MODULAR GROUP LTD	9/30/2008	9/30/2007	\$100,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable shower units in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
120	MURILLO MODULAR GROUP LTD	9/30/2008	9/30/2007	\$100,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable shower units in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
121	MURILLO MODULAR GROUP LTD	6/19/2008	9/30/2007	\$100,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide porta johns in support of IA disaster relief efforts.	AUTHORIZED BY STATUTE - 8(a)
122	NATIONAL INSTITUTE OF BUILDING SCIENCES	9/29/2008	10/31/2008	\$100,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide program evaluation services.	ONLY ONE SOURCE - OTHER
123	OFFICE DEPOT, INC.	9/6/2008	12/4/2008	\$100,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide various office supplies in support of Hurricane Gustav operations. Awardee is a local vendor.	UNUSUAL AND COMPELLING URGENCY
124	OFFICEMAX INCORPORATED	9/7/2008	12/4/2008	\$100,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide various office supplies using a local distributor.	UNUSUAL AND COMPELLING URGENCY
125	SLD ROCHESTER, LLC	7/28/2008	9/30/2008	\$100,000	Reference: Minnesota Severe Storms And Flooding (1772DR). Lease payments for GSA lease.	ONLY ONE SOURCE - OTHER
126	THRANE & THRANE, INC	3/17/2008	3/31/2008	\$100,000	Reference: DRF-Disaster Operations Directorate (4241RD). Payment of previous contract for air time for satellite phones.	FOLLOW-ON CONTRACT
127	W W GRAINGER	9/6/2008	12/4/2008	\$100,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide electrical and related equipment and supplies to support Hurricane Gustav disaster operations.	UNUSUAL AND COMPELLING URGENCY
128	LAKE CHARLES, CITY OF	8/6/2008	9/30/2008	\$99,414	Reference: Louisiana Hurricane Rita (1607DR). Provide sewage services for group site. Awardee was a local vendor.	UTILITIES FAR 41.2
129	VERIZON FEDERAL INC	8/19/2008	1/31/2009	\$98,943	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
130	ALL WORLD LANGUAGE CONSULTANT INC	9/30/2008	9/29/2009	\$95,000	Reference: DRF-Individual Assistance (IA) (4323AD). Provide multilingual support services.	UNUSUAL AND COMPELLING URGENCY
131	ALPHA POINTE ASSOCIATION FOR THE BLIND	6/26/2008	9/30/2008	\$95,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies for retooling purposes for the Joint Field Office and satellite offices.	UNIQUE SOURCE
132	LANGUAGE BANK, INC	9/30/2008	9/29/2009	\$95,000	Reference: DRF-Individual Assistance (IA) (4323AD). Provide multilingual support services.	UNUSUAL AND COMPELLING URGENCY
133	COLUMBIA GAS OF PENNSYLVANIA, INC	1/31/2008	9/30/2008	\$94,790	Reference: DRF - Rent Charges for Office Space (4005AD). Provide utility services for the logistic center Cumberland warehouse complex located in Cumberland, Maryland.	ONLY ONE SOURCE - OTHER

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	UNUSUAL AND COMPELLING URGENCY
134	VERIZON FEDERAL INC	9/27/2008	1/31/2009	\$90,649	Reference: Multiple Fund Codes. Bridge for telecom services contract.	ONLY ONE SOURCE - OTHER
135	IDEXTIX INCORPORATED	9/24/2008	9/18/2009	\$87,550	Reference: DRF Security Programs & Services (Core) (4190AD). Provide finger printing machines and maintenance on existing machine.	SIMPLIFIED ACQUISITION (SAPS)
136	RYDER TRUCK RENTAL INC	9/29/2008	10/30/2008	\$85,000	Reference: Texas Hurricane Ike (1791DR). Provide 50 53 dry box trailers to Beaumont, TX.	AUTHORIZED BY STATUTE - 8(A)
137	MOORE GROUP INC, THE	7/11/2008	7/14/2008	\$84,538	Reference: Louisiana Hurricane Katrina (1603DR). Provide SUVs for the LA Transitional Recovery Office. GSA waiver received to make local area purchase. Vehicles are needed to transport upper management and VIP's to complete assigned mission for Katrina/Rita recovery. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
138	ALUTIQ GLOBAL SOLUTIONS LLC	8/12/2008	9/30/2008	\$84,243	Reference: Texas Hurricane Dolly (1780DR). Provide surge support for TX disaster.	AUTHORIZED BY STATUTE - 8(A)
139	BREOF CASTLETON PARK REO,LLC	9/29/2008	3/23/2009	\$84,242	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Lease of space for the long-term recovery office in IN.	FOLLOW-ON CONTRACT
140	MARIE LILLIE DUHON	9/28/2008	3/31/2009	\$84,000	Reference: Louisiana Hurricane Katrina (1603DR). Lease () Pads For \$.00 Per Month For Mudslides (1735DR). Provide elevation certificates and ground elevations to support flood insurance studies.	FOLLOW-ON CONTRACT
141	WEST CONSULTANTS	2/4/2008	9/30/2009	\$81,151	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1735DR). Provide elevation certificates and ground elevations to support flood insurance studies.	AUTHORIZED BY STATUTE - 8(A)
142	THREE FOLD CONSULTANTS LLC	9/30/2008	12/3/2008	\$80,955	Reference: Louisiana Hurricane Gustav (1786DR). Provide portable potties and dumpsters in support of Hurricane Gustav disaster operations. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
143	AFFORDABLE HOUSING NETWORK, INC	9/25/2008	12/31/2009	\$80,144	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair rental units so that FEMA disaster victims can occupy. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
144	SOUTHERN HELICOPTERS INC	9/14/2008	9/22/2008	\$80,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide charter helicopter service as required for assessment of Gustav impact. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
145	UNITED RENTALS, INC	8/27/2008	12/31/2008	\$79,166	Reference: Louisiana Hurricane Katrina (1603DR). Provide off-duty Baton Rouge police officers for traffic management.	SIMPLIFIED ACQUISITION (SAPS)
146	HILTON HOTELS CORPORATION	8/27/2008	11/30/2008	\$79,140	Reference: Louisiana Hurricane Katrina (1603DR). Provide hotel rooms for Continuity Of Operations (COOP). Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
147	NEW LIGHT TECHNOLOGIES, INC	6/21/2008	7/15/2008	\$78,324	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide GIS on-call support for the IA Joint Field Office.	MINIMUM GUARANTEE
148	SUNRISE SOLUTIONS, INC	9/19/2008	9/19/2013	\$77,990	Reference: DRF-GSA Sales & Returns-EHU (501ISR). Provide temporary housing units.	MINIMUM GUARANTEE
149	CRITICAL RESPONSE NETWORKS, LLC	9/19/2008	9/19/2013	\$77,490	Reference: DRF-GSA Sales & Returns-EHU (501ISR). Provide temporary housing units.	UTILITIES FAR 41.2
150	ENTERGY LOUISIANA, INC	6/12/2008	10/31/2008	\$75,000	Reference: DRF-Warm Cell Operations (4636KD). Provide electrical services.	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
151	VERIZON FEDERAL INC	8/11/2008	1/31/2009	\$72,615	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
152	M.A.S.S. SERVICES, INC.	9/30/2008	10/28/2008	\$72,072	Reference: Louisiana Hurricane Ike (1702DR). Provide portable showers in support of Hurricane Ike disaster operations.	AUTHORIZED BY STATUTE
153	CINTAS CORPORATION	9/23/2008	10/31/2008	\$70,542	Reference: Multiple Fund Codes. Provide linens for first responders at the Carville staging site. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
154	AG-MERIWETHER SALEM CORP	1/24/2008	4/30/2008	\$70,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Lease of office space for the Salem, OR Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
155	ALPHA POINTE ASSOCIATION FOR THE BLIND	6/18/2008	9/30/2008	\$70,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies for restocking purposes for the Joint Field Office and satellite offices.	UNIQUE SOURCE
156	KENISON ADVERTISING CO., INC	7/17/2008	8/31/2008	\$70,000	Reference: Missouri Severe Storms And Flooding (1773DR). Payment vehicle for pass-through GSA lease.	AUTHORIZED BY STATUTE
157	ACTERNA LLC	6/13/2008	9/30/2008	\$68,192	Reference: DRF-IT-Telecomms-Alerting System & Necc 800 Number (4620AD). Provide various communication equipment.	ONLY ONE SOURCE - OTHER
158	AMERICAN BAR ASSOCIATION (ABA), YOUNG LAWYERS DIVISION	9/16/2008	5/31/2007	\$66,989	Reference: Louisiana Hurricane Katrina (1603DR). Legal Service	AUTHORIZED BY STATUTE
159	T WALL PROPERTIES	6/30/2008	9/30/2008	\$63,500	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Lease of space for the Joint Field Office responding to WI disaster.	SIMPLIFIED ACQUISITION (SAPS)
160	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/3/2008	9/30/2007	\$63,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to operate the Joint Field Office in response to the disaster in MO.	DIRECTED TO JWOD NONPROFIT
161	POTOMAC EDISON COMPANY, THE	8/6/2008	9/30/2008	\$63,000	Reference: DRF-EHU Storage&Transprt (4521RD). Provide utility services.	ONLY ONE SOURCE - OTHER
162	ENTERPRISE LEASING COMPANY OF NEW ORLEANS INC	8/29/2008	9/28/2008	\$64,896	Reference: DRF-Surge-Disast Suprt Accrs-Pre-Declare/Mobilizm (7220SU). Rental of vans to move personnel, supplies, and prepare shelters for Gustav.	UNUSUAL AND COMPELLING URGENCY
163	PETEDGE	9/16/2008	9/1/2008	\$64,881	Reference: DRF-Surge-Disast Suprt Accrs-Pre-Declare/Mobilizm (7220SU). Provide pet supplies for Hurricane Gustav pet evacuation.	UNUSUAL AND COMPELLING URGENCY
164	HESTON LLC	9/19/2008	9/19/2013	\$61,815	Reference: DRF-GSA Sales & Returns-EHU (5011SR). Provide temporary housing units.	MINIMUM GUARANTEE
165	VERIZON FEDERAL INC	7/23/2008	1/31/2009	\$60,786	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
166	ALUTIQ GLOBAL SOLUTIONS LLC	6/27/2008	11/4/2007	\$60,000	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). Provide surge support for KS disaster.	AUTHORIZED BY STATUE - 8(a)
167	DUBLIN TECHMART, LLC	4/28/2008	9/30/2008	\$60,000	Reference: Ohio Record Snow And Near Record Snow (3286EM). Lease of office space for the Joint Field Office in OH.	UNUSUAL AND COMPELLING URGENCY
168	MIDWEST OFFICE TECHNOLOGY, INC	9/9/2008	5/30/2009	\$60,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide copier support services.	UNUSUAL AND COMPELLING URGENCY

Q2-Q3 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD CASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
169	TRIPLITT OFFICE ESSENTIALS CORPORATION	9/1/2008	12/31/2008	\$60,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
170	NIMESH LLC	5/21/2008	8/9/2008	\$58,500	Reference: Louisiana Hurricane Katrina (1603DR). Provide RV parks and campgrounds in support of Hurricane Katrina housing operations.	UNUSUAL AND COMPELLING URGENCY
171	VERIZON FEDERAL INC	9/25/2008	1/31/2009	\$57,772	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
172	ELITE PORTABLE RESTROOM & SHOWERS, INC	8/30/2008	9/10/2008	\$57,655	Reference: Multiple Fund Codes. Provide portable toilets and handwash stations for Gustav evacuees. Award was a local vendor.	UNUSUAL AND COMPELLING URGENCY
173	CALLWARE TECHNOLOGIES INC	7/9/2008	7/8/2009	\$57,250	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide call center computer system.	UNUSUAL AND COMPELLING URGENCY
174	GULF STATES CONSTRUCTORS, LLC	3/12/2008	9/6/2008	\$56,580	Reference: Louisiana Hurricane Katrina (1603DR). Rental/Lease of forklift and water truck to support the Lottie staging area.	AUTHORIZED BY STATUTE 8(a)
175	LEXINGTON HOMES, INC.	9/19/2008	9/19/2013	\$55,618	Reference: DRF-GSA Sales & Returns-EHU (501ISR). Provide temporary housing units.	MINIMUM GUARANTEE
176	AMERICAN BAR ASSOCIATION	3/28/2008	6/30/2008	\$55,322	Reference: DRF-Disaster Assistance Directorate-NPSCS (4425RD). Provide disaster legal services pursuant to an agreement between the American Bar Association and FEMA concerning The Disaster Legal Services Program.	ONLY ONE SOURCE - OTHER
177	RYDER TRUCK RENTAL INC	6/27/2008	12/31/2008	\$54,000	Reference: DRF-Logistics-Commodity Support (4526RD). Provide Louisiana pre-positioning of trailers.	AUTHORIZED BY STATUTE
178	TED HEBERT LLC	8/29/2008	10/31/2008	\$53,375	Reference: DRF-Surge-Disaster Suprt Accts-Pre-Declare/Mobilize (7220SU). Rental of toilets and wash stands to support Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
179	AUDIOVISUAL INC	8/18/2008	9/29/2009	\$53,200	Reference: Multiple Fund Codes. Provide maintenance for the regional VTC system.	UNIQUE SOURCE
180	PAPARK PARSONS PARKING COMPANY	2/14/2008	3/30/2008	\$52,800	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces in support of California disaster.	UNIQUE SOURCE
181	AIR CHARTER TEAM	6/25/2008	3/26/2009	\$52,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide air charter services in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
182	I R C AIR CONTRACTORS INC	9/9/2008	9/30/2008	\$52,000	Reference: DRF-Puerto Rico NPSC (4440AD). Construct access and handicap ramp.	AUTHORIZED BY STATUTE - 8(a)
183	THE AMERICAN RED CROSS	5/27/2008	4/30/2008	\$51,365	Reference: Mississippi Hurricane Katrina (1604DR). Review current systems and develop a statement of work (SOW) for an interim solution to the Disaster Specific Guidance (DSG) Emergency Food Supplement Assistance directive.	UNIQUE SOURCE
184	VERIZON FEDERAL INC	9/4/2008	1/31/2009	\$50,590	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
185	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/29/2008	9/30/2008	\$50,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to operate the Joint Field Office in response to the disaster in MO.	DIRECTED TO JWOD NONPROFIT

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
186	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/11/2008	9/30/2008	\$50,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to operate the Joint Field Office in response to the disaster in MO.	DIRECTED TO JWOD NONPROFIT
187	ALPHA POINTE ASSOCIATION FOR THE BLIND	3/26/2008	9/30/2008	\$50,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to operate the Joint Field Office in support of MO disaster.	DIRECTED TO JWOD NONPROFIT AGENCY
188	ALUTHIO GLOBAL SOLUTIONS LLC	2/27/2008	3/11/2008	\$50,000	Reference: DRF - Surge - Disaster Suprt Accts-Pre-Declare/Mobilize (7226SU). Provide surge support for KY severe weather.	FOLLOW-ON CONTRACT
189	ALUTHIO GLOBAL SOLUTIONS LLC	2/26/2008	3/12/2008	\$50,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide surge support in response to WA disaster.	FOLLOW-ON CONTRACT
190	CITY OF HOPE	3/17/2008	9/30/2012	\$50,000	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide utility services at Hope Municipal airport.	ONLY ONE SOURCE - OTHER
191	ENERGY LOUISIANA, INC.	7/9/2008	9/30/2008	\$50,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide Electric Services To Individuals Throughout Various	UTILITIES FAR 41.2
192	TIER3SME, INC	7/9/2008	6/30/2011	\$49,645	Reference: DRF-Texas NPSC-Denton, TX (4430AD). Provide ongoing maintenance services for the Consolidated Administration (CA) and Real Time Dashboard (RTDB) tool within the ACCN platform used by the TXNPSC Telecom section.	UNIQUE SOURCE
193	NATIONAL INDUSTRIES FOR THE BLIND	9/18/2008	9/30/2008	\$49,632	Reference: Louisiana Hurricane Katrina (1603DR). Provide classification folders needed for applicants' file.	DIRECTED TO JWOD NONPROFIT
194	BUCKY'S PORTABLE TOILETS, INC.	9/24/2008	11/19/2008	\$49,500	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
195	ALLEGHENY POWER COMPANY	4/7/2008	9/30/2008	\$47,294	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide electric power for the testing of FEMA trailers at the Cumberland, MD facility.	UTILITIES FAR 41.2
196	JOHN DEERE COMPANY	9/11/2008	9/26/2008	\$46,457	Reference: Louisiana Hurricane Gustav (1786DR). Provide all terrain vehicle (Gator) for Hurricane Gustav operations. No local vendor with availability in stock.	UNUSUAL AND COMPELLING URGENCY
197	ALUTHIO GLOBAL SOLUTIONS LLC	6/16/2008	6/12/2008	\$46,192	Reference: Mississippi Severe Storms And Flooding (1753DR). Provide surge support services for MS disaster.	AUTHORIZED BY STATUTE - 8(a)
198	CHEROKEE SOUTH LLC	1/31/2008	6/30/2008	\$45,000	Reference: Kansas Severe Winter Storm (1675DR). Lease of space for the Joint Field Office. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
199	POTOMAC EDISON COMPANY, THE	9/30/2008	10/1/2008	\$45,000	Reference: DRF-Emergency Housing Units-National Sites (4521EH). Provide electrical power for the Cumberland Emergency Housing Units.	UTILITIES FAR 41.2
200	ARKEL INTERNATIONAL, LLC	9/19/2008	9/19/2013	\$44,735	Reference: DRF-GSA Sales & Returns-EHU (5011SR). Provide temporary housing units.	MINIMUM GUARANTEE
201	BIG AS KLEAN KANS	1/3/2008	2/29/2008	\$43,660	Reference: DRF - EHU Storage & Transportation (4521RD). Provide portable toilets, holding tanks, and washing stations at Hope, AR.	UNUSUAL AND COMPELLING URGENCY
202	ISI PROFESSIONAL SERVICES, L.L.C.	8/29/2008	11/30/2008	\$43,646	Reference: DRF-Warm Cell Operations (4636RD). Maintain generator in support of Hurricane Gustav disaster operations.	AUTHORIZED BY STATUTE - 8(A)

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
203	ALUTIQ GLOBAL SOLUTIONS LLC	8/15/2008	8/30/2008	\$41,705	Reference: Missouri Severe Storms And Flooding (173DR). Provide surge support for MO disaster.	AUTHORIZED BY STATUTE - 8(A)	
204	BOUNDARY SOLUTIONS INC	9/29/2008	9/30/2009	\$41,200	Reference: Texas Hurricane Ike (1791DR). Provide DHS/DEA enterprise licenses to use the National PirechMap Data Portal (NPDP) for Hurricane Ike.	ONLY ONE SOURCE - OTHER	
205	ALUTIQ GLOBAL SOLUTIONS LLC	6/13/2008	8/31/2007	\$41,146	Reference: Texas Hurricane Dean (327EM). Provide surge support for TX emergency declaration.	AUTHORIZED BY STATUTE - 8(a)	
206	CENTRAL ALABAMA ELECTRIC COOPERATIVE	9/24/2008	9/30/2009	\$41,016	Reference: DRF-BHU Storage& Transport (4521RD). Provide electric/utility service at 661 Seifield Rd, Selma, AL.	UTILITIES FAR 41.2	
207	TREADWAY ELECTRIC COMPANY INC	3/7/2008	3/31/2008	\$40,517	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide square D magnetic breakers and enclosures required for formaldehyde testing of mobile homes at Hope, Arkansas.	UNUSUAL AND COMPELLING URGENCY	
208	VERIZON FEDERAL INC	9/23/2008	1/31/2009	\$40,058	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY	
209	R S MEANS COMPANY INC	6/27/2008	6/30/2008	\$40,030	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Provide building, construction, cost-estimating books and CD-ROMS for Public Assistance employees in the field and mission assigned for NE disaster.	ONLY ONE SOURCE - OTHER	
210	ALPHA POINTE ASSOCIATION FOR THE BLIND	8/12/2008	9/30/2008	\$40,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies for restocking purposes for JFO and satellite offices.	DIRECTED TO JWOD NONPROFIT	
211	AUTOKIDAD DE ENERGIA ELECTRICA DE PUERTO RICO	8/26/2008	9/30/2008	\$40,000	Reference: Puerto Rico Severe Storms, Flooding, Landslides, And Mudslides (1613DR). Provide electric utility services.	UTILITIES FAR 41.2	
212	RYDER TRUCK RENTAL INC	9/30/2008	10/30/2008	\$40,000	Reference: Texas Hurricane Ike (1791DR). Provide 25 53' dry box trailers.	SIMPLIFIED ACQUISITION (SAPS)	
213	ST JOHN THE BAPTIST, PARISH OF	2/25/2008	3/31/2008	\$40,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide water utility services required at mobile home park providing temporary housing for displaced residents.	UTILITIES FAR 41.2	
214	BUCKY'S PORTABLE TOILETS, INC.	9/29/2008	10/25/2008	\$38,950	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY	
215	TRIUMPH OFFICE ESSENTIALS CORPORATION	9/9/2008	8/22/2008	\$38,677	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY	
216	VERIZON FEDERAL INC.	9/30/2008	10/30/2008	\$38,421	Reference: Multiple Fund Codes. Provide telecommunication services.	UNUSUAL AND COMPELLING URGENCY	
217	ALUTIQ GLOBAL SOLUTIONS LLC	7/18/2008	6/15/2008	\$36,794	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1756DR). Provide surge support for Oklahoma.	AUTHORIZED BY STATUTE - 8(A)	
218	ONEILL ELECTRIC INC	2/22/2008	3/15/2008	\$36,663	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide power distribution system for mobile homes.	AUTHORIZED BY STATUTE 8(a)	
219	ENTERGY GULF STATES, INC	3/17/2008	1/17/2009	\$36,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide electricity services for FEMA staging area in support of Hurricane Katrina recovery operations.	UTILITIES FAR 41.2	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD/LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
220	APPLIED TECHNOLOGY COUNCIL	8/21/2008	9/30/2008	\$35,440	Reference: California Earthquake (1505DR). Modification to provide seismic cap.	ONLY ONE SOURCE - OTHER
221	COUNTY OF HARRISON	2/26/2008	8/31/2008	\$35,256	Reference: Mississippi Hurricane Katrina (1604DR). Provide sewage collection and treatment utility services for FEMA group site located on Canal Road in Gulfport, MS.	UTILITIES FAR 41.2
222	ALPHA POINTE ASSOCIATION FOR THE BLIND	2/7/2008	9/30/2008	\$35,000	Reference: Kansas Severe Winter Storms (1741DR). Provide office supplies in support of KS disaster operations.	DIRECTED TO JWOD NONPROFIT AGENCY
223	C&A ON SITE STORAGE LLC	9/18/2008	12/9/2008	\$34,840	Reference: Louisiana Hurricane Gustav (1786DR). Provide porta potties and portable hand washing stations in support of Hurricane Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
224	ALUTHQ GLOBAL SOLUTIONS LLC	6/27/2008	9/30/2007	\$34,010	Reference: Texas Severe Storms, Tornadoes, And Flooding (1709DR). Provide surge support for TX disaster.	AUTHORIZED BY STATUTE - 8(a)
225	ALUTHQ GLOBAL SOLUTIONS LLC	6/16/2008	12/31/2007	\$33,888	Reference: Oklahoma Severe Storms, Flooding, And Tornadoes (1712DR). Provide surge support services for OK disaster.	AUTHORIZED BY STATUTE - 8(a)
226	BUCKY'S PORTABLE TOILETS, INC.	9/30/2008	10/30/2008	\$33,230	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
227	NEW LIGHT TECHNOLOGIES, INC	9/16/2008	9/15/2009	\$33,210	Reference: Texas Hurricane Ike (1791DR). Provide GIS technical support services.	AUTHORIZED BY STATUTE - 8(A)
228	FARMERS ELEVATOR AND EXCHANGE COMPANY	6/20/2008	9/30/2008	\$32,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide delivery of diesel fuel in support of IA relief efforts.	UNUSUAL AND COMPELLING URGENCY
229	GRYSSON OIL CO	6/20/2008	9/30/2008	\$32,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide delivery of fuel.	UNUSUAL AND COMPELLING URGENCY
230	MOLO OIL COMPANY	6/20/2008	9/30/2008	\$32,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide bulk delivery of fuel.	UNUSUAL AND COMPELLING URGENCY
231	HEWLETT-PACKARD COMPANY	9/7/2008	9/30/2008	\$31,932	Reference: Louisiana Hurricane Gustav (1786DR). Provide printers in support of Hurricane Gustav disaster operations.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
232	CENTRAL ALABAMA ELECTRIC COOPERATIVE	3/15/2008	9/30/2008	\$31,520	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide labor, materials and services to support the ongoing mission of mobile homes testing in support of TN storm survivors.	ONLY ONE SOURCE - OTHER
233	PREMIERE SHREDDING INC	9/19/2008	9/30/2008	\$31,460	Reference: Mississippi Hurricane Katrina (1604DR). Provide paper shredding services for sensitive material at the temporary recovery office in Biloxi and Jackson, MS. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
234	NEW LIGHT TECHNOLOGIES, INC.	9/29/2008	12/25/2008	\$31,113	Reference: Texas Hurricane Ike (1791DR). Provide GIS technical support services.	AUTHORIZED BY STATUTE - 8(A)
235	IMMIXTECHNOLOGY, INC.	4/19/2008	4/19/2009	\$30,700	Reference: DRF-IT-NEMIS & DMARTS (4610AD). Renewal of PV manager and PV tracker maintenance for Windows.	FOLLOW-ON CONTRACT
236	MOBILE VIDEO SERVICES LTD	3/24/2008	3/30/2008	\$30,597	Reference: Missouri Severe Storms And Flooding (1749DR). Provide mobile video equipment and services in response to MO disaster.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
237	DILLON EZELL MOWING	9/2/2008	9/30/2008	\$30,480	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1609DR). Provide grass cutting services in Greensburg, KS in support of KS disaster operations.	UNUSUAL AND COMPELLING URGENCY
238	ALPHA PONTE ASSOCIATION FOR THE BLIND	3/31/2008	9/30/2007	\$30,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to operate the Joint Field Office in support of MO disaster.	DIRECTED TO JWOD NONPROFIT AGENCY
239	DILLON EZELL MOWING	7/2/2008	9/30/2008	\$30,000	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1609DR). Provide grass cutting services in Greensburg, KS in support of KS disaster operations.	UNUSUAL AND COMPELLING URGENCY
240	OFFICE DEPOT, INC.	5/29/2008	5/28/2008	\$30,000	Reference: Georgia Severe Storms And Tornadoes (1761DR). Provide office and IT supplies in support of GA disaster operations.	FOLLOW-ON CONTRACT
241	D&D EMERGENCY SERVICES	9/19/2008	9/19/2013	\$29,995	Reference: DRF-GSA Sales & Returns-EHU (5011SR). Provide alternative temporary housing units.	MINIMUM GUARANTEE
242	ALUTHIO GLOBAL SOLUTIONS LLC	3/28/2008	9/7/2007	\$29,760	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Provide surge support services for PA severe storms, flooding, and mudslides.	UNUSUAL AND COMPELLING URGENCY
243	ISI PROFESSIONAL SERVICES, L.L.C.	9/16/2008	11/30/2008	\$29,230	Reference: Multiple Fund Codes. Maintain generator in support of Hurricane Gustav disaster operations.	AUTHORIZED BY STATUTE - 8(A)
244	NEVER QUIT ENTERPRISES INC	3/7/2008	6/30/2008	\$29,157	Reference: Florida Hurricane Wilma (1609DR). Obtain permits for nine FEMA mobile homes in support of FL disaster.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
245	ELIZABETHTOWN GAS	9/11/2008	12/31/2008	\$29,000	Reference: New York Severe Storms, Flooding, And Tornado (1724DR). Provide gas utility services.	UTILITIES FAR 41.2
246	GULF STATES CONSTRUCTORS, LLC	9/25/2008	12/6/2008	\$28,760	Reference: Multiple Fund Codes. Rental/lease of forklift and water truck to support the Lottis Staging Area.	AUTHORIZED BY STATUTE - 8(A)
247	VERIZON FEDERAL INC	8/28/2008	1/31/2009	\$28,566	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY
248	CALCASIEU PARISH WATERWORKS DISTRICT #5	9/30/2008	2/28/2009	\$27,500	Reference: Louisiana Hurricane Katrina (1603DR). Provide water utility services for FEMA group sites in LA.	UTILITIES FAR 41.2
249	GRAYSON & KUBLI, P.C.	6/25/2008	6/25/2008	\$27,500	Reference: Louisiana Hurricane Katrina (1603DR). Provide legal services resulting from lost protest.	AUTHORIZED BY STATUTE
250	ALUTHIO GLOBAL SOLUTIONS LLC	1/11/2008	12/30/2008	\$27,334	Reference: Nevada Severe Winter Storms And Flooding (1738DR). Provide contract support personnel to support NV disaster operations.	UNIQUE SOURCE
251	LABORWORKS INDUSTRIAL STAFFING	1/17/2008	4/30/2008	\$27,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide laborers for work at the Joint Field Office.	AUTHORIZED BY STATUTE
252	CORPORATE EXPRESS OFFICE PRODUCTS, INC.	6/6/2008	6/6/2008	\$25,286	Reference: Georgia Severe Storms And Tornadoes (1761DR). Provide products and supplies for the GA disaster operations.	FOLLOW-ON CONTRACT
253	ALPHA PONTE ASSOCIATION FOR THE BLIND	6/4/2008	9/30/2008	\$25,000	Reference: Missouri Severe Storms And Tornadoes (1760DR). Provide supplies and equipment needed to run the Joint Field Office.	DIRECTED TO JWOD NONPROFIT

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
254	BREOF CASTLETON PARK REG. LLC.	6/12/2008	9/30/2008	\$25,000	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Rental of cubicles in support of IN disaster operations.	UNUSUAL AND COMPELLING URGENCY
255	INSTITUTE FOR APPLIED NETWORK SECURITY, LLC	5/2/2008	5/1/2009	\$25,000	Reference: DRF-IT-Cyber Security (4642AD). Provide one year membership for information security professionals.	ONLY ONE SOURCE - OTHER
256	K.A.M. INC. OF CORBIN	7/11/2008	3/31/2009	\$25,000	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Provide housing deactivation services in support of PA disaster.	FOLLOW-ON CONTRACT
257	OPEN TERRACE ASSOCIATES, LLC	8/15/2008	9/30/2008	\$25,000	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Lease payments for GSA property lease.	ONLY ONE SOURCE - OTHER
258	OPEN TERRACE ASSOCIATES, LLC	7/22/2008	9/30/2008	\$25,000	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Lease payments for GSA property lease.	ONLY ONE SOURCE - OTHER
259	PIEDMONT NATURAL GAS COMPANY, INC.	6/30/2008	6/30/2008	\$25,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And (1745DR). Provide utility service (natural gas) to the Joint Field Office.	ONLY ONE SOURCE - OTHER
260	GETTING IT WRITB LLC	9/30/2008	2/28/2009	\$24,000	Reference: DRF-Training EMI-Initiated And/O' Sponsored (4710AD). Develop Procurement Clerk course for working in the Joint Field Office.	ONLY ONE SOURCE - OTHER
261	RJJC INC	5/12/2008	12/31/2008	\$24,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide automotive supplies to maintain equipment and motorized equipment.	MOBILIZATION, ESSENTIAL R&D
262	GOVPLACE	9/11/2008	9/11/2008	\$23,770	Reference: Florida Tropical Storm Fay (1785DR). Provide Sony camera and memory sticks for IA and PA personnel in the field.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
263	UNION ELECTRIC COMPANY	7/24/2008	7/24/2008	\$23,358	Reference: Missouri Severe Storms, Tornadoes, And Flooding (1635DR). Final payment of electric charges in support of MO disaster.	UTILITIES FAR 41.2
264	ACME REFRIGERATION OF BATON ROUGE, INC	6/12/2008	6/11/2009	\$23,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide air conditioner supplies for Baton Rouge temporary housing site.	MICRO PURCHASE THRESHOLD
265	ENTERPRISE RENT A CAR COMPANY	1/14/2008	1/31/2008	\$23,000	Reference: Alabama Hurricane Katrina (1605DR). Provide rental of vehicles in support of Hurricane Katrina operations.	AUTHORIZED BY STATUTE
266	OHIO HOMETOWN REALTY INVESTORS II	2/12/2008	3/30/2008	\$23,000	Reference: Ohio Severe Storms, Flooding, And Tornadoes (1720DR). GSA building lease in response to OH disaster.	ONLY ONE SOURCE - OTHER
267	PEARL RIVER VALLEY ELECTRIC POWER ASSOCIATION	9/19/2008	7/31/2009	\$22,490	Reference: Mississippi Hurricane Katrina (1604DR). Provide installation and electric utility service for the security lighting at the Lumberton THSA, Carnes THSA, and any future THSAs. Awarded was a local vendor.	UTILITIES FAR 41.2
268	CALCASIEU PARISH WATERWORKS DISTRICT #5	4/23/2008	8/31/2008	\$22,200	Reference: Louisiana Hurricane Katrina (1603DR). Provide water services for FEMA group sites in LA.	UTILITIES FAR 41.2
269	MOTOROLA, INC.	6/10/2008	8/31/2008	\$22,136	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide replacement parts for MERS to match existing equipment.	ONLY ONE SOURCE - OTHER

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
270	GOVERNMENT ACQUISITIONS INC	8/22/2008	9/22/2008	\$21,569	Reference: DRF-IT Infrastructure Management Systems (Ims) (4651AD). Provide IT software.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
271	FRANK'S INC	8/29/2008	8/31/2008	\$21,500	Reference: DRF-Sys-Disast Supt Acct-Pre-Declan/Moblin (7220SU). Provide catering service for responders to Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY
272	APPLIED RESEARCH ASSOCIATES, INC.	9/30/2008	10/10/2008	\$21,376	Reference: Texas Hurricane Ike (3294EM). Provide weather reporting/observation services.	ONLY ONE SOURCE - OTHER
273	APPLIED RESEARCH ASSOCIATES, INC.	9/30/2008	9/30/2008	\$21,376	Reference: Texas Hurricane Gustav (3290EM). Provide weather observation services.	ONLY ONE SOURCE - OTHER
274	PEARL RIVER VALLEY ELECTRIC POWER ASSOCIATION	2/11/2008	12/19/2008	\$21,088	Reference: Mississippi Hurricane Katrina (1604DR). Secure lighting for Columbia staging area. Awardee was a local vendor.	UTILITIES FAR 41.2
275	ALPHAPOINTE ASSOCIATION FOR THE BLIND	7/7/2008	9/30/2008	\$21,000	Reference: Missouri Severe Storms And Flooding (1773DR). Provide supplies and equipment needed to run the Joint Field Office.	DIRECTED TO JWOD NONPROFIT
276	INTERSTATE POWER AND LIGHT COMPANY	8/15/2008	9/30/2008	\$20,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize mobile home lots at Squaw Creek MHP. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
277	TL INDUSTRIES, INC.	9/19/2008	9/19/2013	\$20,595	Reference: DRF-GSA Sales & Returns-EHU (5011SR). Provide temporary housing units.	MINIMUM GUARANTEE
278	AUGUILLARD CONSTRUCTION COMPANY INC	1/16/2008	1/31/2008	\$20,400	Reference: Louisiana Hurricane Katrina (1603DR). Provide parking lot upgrade for LA Transitional Recovery Office building in support of Hurricane Katrina operations.	AUTHORIZED BY STATUTE 8(a)
279	RENO NEWSPAPERS INC	4/30/2008	5/4/2008	\$20,253	Reference: DRF-Disaster Operations Directorate (4241RD). Provide public notice earthquake preparedness insert to be distributed by local newspaper in Reno, Nevada in light of the recent flurry of earthquakes at that location.	ONLY ONE SOURCE - OTHER
280	AIR CHARTER TEAM	3/27/2008	3/26/2009	\$20,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide air charter services in support of MO disaster operations.	UNUSUAL AND COMPELLING URGENCY
281	ALL FOUR ELECTRIC CO.	3/9/2008	9/30/2008	\$20,000	Reference: Alabama Hurricane Katrina (1605DR). Provide electrician services for testing of manufactured housing units at Selma Emergency Housing Unit site.	UNUSUAL AND COMPELLING URGENCY
282	ALPHA POINTE ASSOCIATION FOR THE BLIND	1/23/2008	9/30/2008	\$20,000	Reference: Missouri Severe Winter Storms (1736DR). Provide office supplies required for Joint Field Office operations and deployed staff operations.	DIRECTED TO JWOD NONPROFIT AGENCY
283	ALPHA POINTE ASSOCIATION FOR THE BLIND	1/14/2008	9/30/2008	\$20,000	Reference: Iowa Severe Winter Storm (1737DR). Provide office supplies in support of declared IA disaster.	DIRECTED TO JWOD NONPROFIT AGENCY
284	ALPHAPOINTE ASSOCIATION FOR THE BLIND	8/11/2008	9/30/2008	\$20,000	Reference: Multiple Fund Codes. Provide supplies and equipment needed to run the Joint Field Office.	DIRECTED TO JWOD NONPROFIT
285	METROPOLITAN TOPEKA AIRPORT AUTHORITY	1/25/2008	2/15/2008	\$20,000	Reference: Kansas Severe Winter Storms (3282EM). GSA lease payment for space and warehouse rental in support of KS disaster operations.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAID LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
286	PUERTO RICO ELECTRIC POWER AUTHORITY	5/21/2008	9/30/2008	\$20,000	Reference: DRP- Puerto Rico NPSC (4440AD). Provide electrical services at the Puerto Rico NPSC.	ONLY ONE SOURCE - OTHER - URGENCY
287	V-14 TRUCK & AUTO SERVICE	8/18/2008	9/30/2008	\$20,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home axles and tires.	UNUSUAL AND COMPELLING FOLLOW-ON CONTRACT
288	OFFICE DEPOT, INC.	6/6/2008	6/6/2008	\$19,838	Reference: Georgia Severe Storms And Tornadoes (1761DR). Provide office supplies in support of GSA disaster operations.	AUTHORIZED BY STATUTE 8(a)
289	ALUTHIQ GLOBAL SOLUTIONS LLC	2/21/2008	3/13/2008	\$19,663	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide Mobile Disaster Recovery Center, National Disaster Medical System, Mobile Emergency Response Support, Emergency Housing Unit mission, disaster operation, a	FOLLOW-ON CONTRACT
290	DELL MARKETING L.P.	8/15/2008	9/30/2008	\$19,638	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide software in support of IA disaster operations.	FOLLOW-ON CONTRACT
291	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE INC	1/5/2008	1/31/2008	\$19,446	Reference: Louisiana Hurricane Katrina (1603DR). Provide ESRI ARCGIS software in support of Katrina operations in LA.	ONLY ONE SOURCE - OTHER
292	B&G TRUCK CONVERSIONS, INC.	6/27/2008	7/30/2008	\$19,152	Reference: DRP-EHU Storg&Tmprn (4521RD). Provide truck mirror kits.	ONLY ONE SOURCE - OTHER
293	NASHVILLE ELECTRIC SERVICES	3/26/2008	5/7/2008	\$19,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide utility services (electric) to the Nashville Joint Field Office.	ONLY ONE SOURCE - OTHER
294	PEGASUS IMAGING CORPORATION	4/22/2008	2/28/2009	\$18,840	Reference: DRP-IT-NEMIS & DMARTS (4610AD). Provide Gallion PRISM velver licenses.	FOLLOW-ON CONTRACT
295	CITY OF HOPE	1/24/2008	9/30/2012	\$18,784	Reference: DRP - EHU Storage & Transportation (4521RD). Provide extension of utility services at Hope Municipal Airport.	ONLY ONE SOURCE - OTHER
296	COLONIAL PLAZA, LLC DBA BARRINGTON MANAGEMENT, LLC	3/26/2008	9/18/2009	\$18,653	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Payment method for GSA office space lease in Hillsboro, OR.	FOLLOW-ON CONTRACT
297	ALUTHIQ GLOBAL SOLUTIONS LLC	2/29/2008	3/3/2008	\$18,286	Reference: New Hampshire Severe Storms And Flooding (1695DR). Provide surge support services for NH severe storms and flooding.	AUTHORIZED BY STATUTE
298	NASHVILLE ELECTRIC SERVICES	3/7/2008	5/7/2008	\$18,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide utility services (electric) to the Nashville Joint Field Office.	ONLY ONE SOURCE - OTHER
299	CROSSROADS CONSULTATION SERVICES INC.	5/23/2008	7/18/2008	\$17,837	Reference: Missouri Severe Storms And Flooding (1749DR). Provide class presentation of 1269 Managing FEMA Staff.	UNIQUE SOURCE
300	INTERSTATE POWER AND LIGHT COMPANY	8/16/2008	9/30/2008	\$17,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 89 mobile home lots. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
301	TROPICAL WORLD LANDSCAPING & IRRIGATION, LLC	7/16/2008	11/21/2008	\$17,600	Reference: Mississippi Hurricane Katrina (1604DR). Provide janitorial services at FEMA Ocean Springs Recertification Center.	AUTHORIZED BY STATUTE - 8(a)

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
302	FEDERAL PRISON INDUSTRIES INC.	6/16/2008	7/20/2008	\$17,340	Reference: DRF-Texas NPC-Denton, TX (4430AD). Provide replacement chairs for the conference room.	UNICOR
303	SWANK AUDIO VISUALS LLC	9/10/2008	9/7/2008	\$17,280	Reference: Louisiana Hurricane Gustav (1786DR). Provide audio/visual/internet use for the duration of the stay at the Hyatt Regency Houston Hotel for Urban Search & Rescue in response to Hurricane Gustav.	ONLY ONE SOURCE - OTHER
304	ECONOMIC SYSTEMS INC.	8/19/2008	7/13/2009	\$17,200	Reference: Multiple Fund Codes. Provide FRB web integrated solution unlimited HR user accounts.	ONLY ONE SOURCE - OTHER
305	ALUTIQ GLOBAL SOLUTIONS LLC	9/11/2008	6/12/2008	\$17,128	Reference: Mississippi Severe Storms And Flooding (1753DR). Provide readiness and surge support services for MS disaster.	AUTHORIZED BY STATUTE - 8(A)
306	UNIFIED SCHOOL DISTRICT # 422	3/4/2008	3/30/2008	\$16,816	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). Rental of parking spaces.	FOLLOW-ON CONTRACT
307	BUCKY'S PORTABLE TOILETS, INC.	9/30/2008	10/31/2008	\$16,780	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY
308	SUMMIT BUSINESS SYSTEMS, INC.	5/13/2008	9/30/2008	\$16,744	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1752DR). Rental of copy and fax machines in support of OK disaster operations.	UNUSUAL AND COMPELLING URGENCY
309	CALCASIEU PARISH WATERWORKS DISTRICT #5	9/1/2008	11/30/2008	\$16,500	Reference: Louisiana Hurricane Katrina (1603DR). Provide water utility services for FEMA group sites in LA.	UTILITIES FAR 41.2
310	GRADUATE SCHOOL, U.S. DEPARTMENT OF AGRICULTURE	8/21/2008	8/23/2008	\$16,416	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide COTR training class.	SIMPLIFIED ACQUISITION (SAPS)
311	HARMONY ENTERPRISES, INCORPORATED	6/6/2008	6/30/2008	\$16,328	Reference: DRF-DC Hawaii (4531AD). Provide baler for the distribution center in HI.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
312	CROSSROADS CONSULTATION SERVICES, INC.	9/10/2008	9/30/2008	\$16,257	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide two instructors to teach class L269, "Managing FEMA Staff on Disaster Operations".	UNIQUE SOURCE
313	FEDERAL CENTER OFFICE ASSOCIATES LLC	9/23/2008	10/31/2008	\$16,250	Reference: DRF-Surge-Disast Suprt Access-Pre-Declare/Mobilize (7220SU). Provide 24 hour emergency power in support of FEMA operations.	UNUSUAL AND COMPELLING URGENCY
314	INTERSTATE OFFICE SUPPLY CO. INC.	9/29/2008	9/29/2008	\$16,215	Reference: DRF-EHU Storage& Transport (4521RD). Provide office supplies.	ONLY ONE SOURCE - OTHER
315	INTERSTATE POWER AND LIGHT COMPANY	8/16/2008	9/30/2008	\$16,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 81 mobile home lots at Cedar Terrace. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
316	MIDWEST OFFICE TECHNOLOGY, INC.	6/21/2008	9/30/2008	\$16,065	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide copiers in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
317	RYDER TRUCK RENTAL INC.	9/16/2008	11/6/2008	\$16,000	Reference: Texas Hurricane Ike (1791DR). Rental of box truck Rental, Non-CDL in support of Hurricane Ike operations.	UNUSUAL AND COMPELLING URGENCY
318	CROSSROADS CONSULTATION SERVICES INC	8/20/2008	9/25/2008	\$15,982	Reference: Texas Hurricane Dolly (1780DR). Provide on site training in support of Hurricane Dolly in McAllen, TX, entitled "Managing FEMA Staff on Disaster Operations".	UNIQUE SOURCE

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES							REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT			
319	CROSSROADS CONSULTATION SERVICES INC	8/20/2008	9/30/2008	\$15,940	Reference: DRF-Training Emi-Initiated And/Oc Sponsored (4710AD). Provide training for managers in Region VII.		UNIQUE SOURCE	
320	CROSSROADS CONSULTATION SERVICES INC	3/4/2008	3/15/2008	\$15,931	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide on-site training - "Managing FEMA Staff On Disaster Operations".		ONLY ONE SOURCE - OTHER	
321	ARGON OFFICE SUPPLIES INC	8/12/2008	8/25/2008	\$15,819	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide 500 weather radios - WR-100B.		AUTHORIZED BY STATUTE	
322	TIFCO INDUSTRIES, INC	2/22/2008	5/30/2008	\$15,805	Reference: Kansas Severe Winter Storms (1741DR). Replacement of generator kits used in support of KS disaster.		UNUSUAL AND COMPELLING URGENCY	
323	VERIZON FEDERAL INC	8/13/2008	1/31/2009	\$15,480	Reference: Multiple Fund Codes. Bridge for telecom services contract.		UNUSUAL AND COMPELLING URGENCY	
324	CROSSROADS CONSULTATION SERVICES INC	2/8/2008	3/1/2008	\$15,347	Reference: Oklahoma Severe Winter Storms (1755DR). Provide training course to FEMA staff - "Managing FEMA Staff on Disaster Operations".		ONLY ONE SOURCE - OTHER	
325	CROSSROADS CONSULTATION SERVICES INC	2/19/2008	3/20/2008	\$15,307	Reference: Kansas Severe Winter Storms (1741DR). Provide disaster operations training class in support of KS disaster.		ONLY ONE SOURCE - OTHER	
326	ALPHA POINTE ASSOCIATION FOR THE BLIND	6/6/2008	9/30/2008	\$15,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies for restocking purposes.		UNIQUE SOURCE	
327	ALPHA POINTE ASSOCIATION FOR THE BLIND	7/25/2008	9/30/2008	\$15,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide supplies and equipment needed to run the Joint Field Office.		DIRECTED TO JWOD NONPROFIT	
328	ARCCO COMPANY SERVICES INCORPORATED	9/16/2008	9/5/2008	\$15,000	Reference: Louisiana Hurricane Gustav (3289EM). Repair of generator at LA Transitional Recovery office due to power outage in the area and was needed to remediate damages after roof failed. Awardee was a local vendor.		UNUSUAL AND COMPELLING URGENCY	
329	LABORWORKS INDUSTRIAL STAFFING	1/29/2008	4/30/2008	\$15,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1754DR). Provide laborers for work at the Joint Field Office.		AUTHORIZED BY STATUTE	
330	V-14 TRUCK & AUTO SERVICE	8/28/2008	9/30/2008	\$15,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home axes and tires.		UNUSUAL AND COMPELLING URGENCY	
331	CROSSROADS CONSULTATION SERVICES INC	2/29/2008	4/3/2008	\$14,972	Reference: Indiana Severe Storms And Flooding (1740DR). Provide training on "Managing FEMA Staff on Disaster Operations" course in support of IN disaster operations.		UNUSUAL AND COMPELLING URGENCY	
332	LABORWORKS INDUSTRIAL STAFFING	1/7/2008	4/30/2008	\$14,850	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1754DR). Provide laborers for work at the Joint Field Office.		AUTHORIZED BY STATUTE	
333	TED HEBERT LLC	9/17/2008	10/31/2008	\$14,836	Reference: Louisiana Hurricane Gustav (1786DR). Rental of toilets and wash stands to support Gustav. Awardee was a local vendor.		UNUSUAL AND COMPELLING URGENCY	
334	GENERAL ELECTRIC COMPANY	8/19/2008	8/30/2008	\$14,835	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide trailer remediation parts.		STANDARDIZATION	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES				DESCRIPTION OF REQUIREMENT		REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT			
335	SMITH & HENDRYX PARTNERSHIP	3/24/2008	8/31/2009	\$14,708	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Reimbursement for the repair to trench for underground electrical power.	ONLY ONE SOURCE - OTHER	
336	LABOR READY INC	9/13/2008	9/26/2008	\$14,500	Reference: Texas Hurricane Ike (3294EM). Provide temporary laborers in support of Hurricane Ike disaster operations.	UNUSUAL AND COMPELLING URGENCY	
337	MOUNTAIN VALLEY SPRING CO INC	2/20/2008	3/15/2008	\$14,336	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Deliver 1,480 cases of bottled water to the Dorcas House in support of the AR disaster relief efforts.	UNUSUAL AND COMPELLING URGENCY	
338	HOLIDAY INN CAPTOL	8/28/2008	9/30/2008	\$14,280	Reference: DRF-Surge-Disast Suprt Accts-Pre-Declare/Mobilizn (7220SU). Provide emergency lodging in response to Tropical Storm Fay (NRCC Employees).	ONLY ONE SOURCE - OTHER	
339	THE COUNCIL OF STATE GOVERNMENTS	6/18/2008	7/2/2008	\$14,074	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide one EMAC employee in FEMA NRCC, Washington, D.C. for deployment.	ONLY ONE SOURCE - OTHER	
340	NATIONAL RAILROAD PASSENGER CORPORATION	9/4/2008	12/31/2008	\$14,000	Reference: DRF-Surge-Disast Suprt Accts-Pre-Declare/Mobilizn (7220SU). Provide rail evacuation of Hurricane Gustav.	ONLY ONE SOURCE - OTHER	
341	LANGUAGE BANK, INC	1/11/2008	10/31/2008	\$13,468	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide desktop publishing, translation, transcription and interpreting services in support of CA disaster operations.	ONLY ONE SOURCE - OTHER	
342	VERIZON FEDERAL INC	8/1/2008	1/31/2009	\$13,428	Reference: Multiple Fund Codes. Bridge for telecom services contract.	UNUSUAL AND COMPELLING URGENCY	
343	TRUEBLUE, INC	9/5/2008	9/8/2008	\$13,286	Reference: Texas Hurricane Gustav (3290EM). Provide laborers to support Gustav disaster operations.	UNUSUAL AND COMPELLING URGENCY	
344	GULF STATES CONSTRUCTORS, LLC	9/25/2008	12/10/2008	\$13,230	Reference: Multiple Fund Codes. Provide two John Deere tractors for the Lotte Staging Area.	AUTHORIZED BY STATUTE - 8(A)	
345	BIG A'S KLEAN KANS	3/17/2008	4/30/2008	\$12,480	Reference: DRF-EHU Storage&Transprtn (Replaced 4521Ad 120407) (4521RD). Provide portable toilets, holding tanks and washing stations for Hope, AR.	UNUSUAL AND COMPELLING URGENCY	
346	PEARL RIVER VALLEY ELECTRIC POWER ASSOCIATION	3/19/2008	3/6/2009	\$12,244	Reference: Mississippi Hurricane Katrina (1604DR). Install and provide electric power for security lighting at Lumberton Temporary Housing Staging Area (THSA). Comes THSA and any future THSA.	UTILITIES FAR 41.2	
347	CORPORATE EXPRESS OFFICE PRODUCTS, INC.	6/24/2008	6/24/2008	\$12,000	Reference: Georgia Severe Storms And Tornadoes (1761DR). Provide products and supplies for the GA disaster operations.	FOLLOW-ON CONTRACT	
348	EQUIFAX INFORMATION SERVICES LLC	3/6/2008	11/14/2008	\$12,000	Reference: DRF-QCFO-Disaster Finance Center (MWEOC) (4460AD). Provide monthly consumer report services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER	
349	HAWKEYE ELECTRICAL CONTRACTORS OF CEDAR RAPIDS	9/15/2008	9/30/2008	\$12,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Make necessary replacement and repairs to light poles and intergrated electrical wiring at MHP Marion, Iowa. Awarded was a local vendor.	FOLLOW-ON CONTRACT	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES							REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT			
350	SPOT COOLERS, INC. (FL)	2/19/2008	4/30/2008	\$12,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Monthly rental of spot coolers (maximum need of nine units).	UNUSUAL AND COMPELLING URGENCY		
351	BUCKY'S PORTABLE TOILETS, INC.	9/30/2008	10/30/2008	\$11,575	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of Hurricane Ike.	UNUSUAL AND COMPELLING URGENCY		
352	WALMART STORES, INC	2/15/2008	1/7/2008	\$11,548	Reference: Multiple Fund Codes. Provide bottled water in response to disaster in NY.	ONLY ONE SOURCE - OTHER URGENCY		
353	TECHNOLOGY PRODUCTS INC	9/29/2008	10/07/2008	\$11,543	Reference: Louisiana Hurricane Gustav (1786DR). Provide printer cartridges to maintain fax machines and printers. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY		
354	PITTS ENTERPRISES	8/13/2008	3/31/2009	\$11,500	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY		
355	INTERSTATE POWER AND LIGHT COMPANY	8/18/2008	9/30/2008	\$11,400	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 57 mobile home lots at Marion. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY		
356	MOBILITY DEPOT LLC	8/29/2008	8/30/2008	\$11,268	Reference: DRF-Surge-Disast Suprt Accts-Pre-Declare/Mobilize (7220SU). Provide wheelchairs for special medical evacuees of Hurricane Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY		
357	ENTERPRISE RENT-A-CAR	9/20/2008	11/6/2008	\$11,200	Reference: Louisiana Hurricane Gustav (1786DR). Rental of vans to move personnel, supplies, and prepare shelters for Gustav.	UNUSUAL AND COMPELLING URGENCY		
358	D & J TIRE INC	9/30/2008	12/3/2008	\$11,047	Reference: Louisiana Hurricane Gustav (1786DR). Provide repair and installation services for tires & rims on FEMA owned vehicles.	UNUSUAL AND COMPELLING URGENCY		
359	ENTERPRISE RENT-A-CAR	9/5/2008	9/7/2008	\$10,965	Reference: Multiple Fund Codes. Rental of vans to move personnel, supplies, and prepare shelters for Gustav.	UNUSUAL AND COMPELLING URGENCY		
360	COMANIA DE COMERCIO Y EXPORTACION DE PUERTO RICO	1/3/2008	12/31/2008	\$10,864	Reference: Multiple Fund Codes. Lease payments for Caribbean Area Division Office.	ONLY ONE SOURCE - OTHER URGENCY		
361	ALUTHO GLOBAL SOLUTIONS LLC	2/15/2008	9/30/2007	\$10,670	Reference: New York Severe Storms, Flooding, And Tornado (1724DR). Provide transportation services in support of NY disaster.	AUTHORIZED BY STATUTE 8(a)		
362	W W GRAINGER, INC	8/7/2008	8/31/2008	\$10,618	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide safety supplies and equipment for American under MA.	UNUSUAL AND COMPELLING URGENCY		
363	ARAMARK UNIFORM & CAREER APPAREL INC	3/26/2008	4/26/2008	\$10,545	Reference: DRF-Surge-Disaster Support Accts-Pre-Declare/Mobilize (7220SU). Provide windbreaker jackets with the DHS seal.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE		
364	IBERVILLE PARISH COUNCIL	9/17/2008	10/8/2008	\$10,500	Reference: Louisiana Hurricane Gustav (1786DR). Reimbursement for utility services. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY		

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
365	THE LOUISIANA LEADERSHIP INSTITUTE	9/27/2008	12/18/2008	\$10,500	Reference: Louisiana Hurricane Gustav (1780DR). Reimbursement for utility services.	UTILITIES FAR 41.2
366	COMPUTERIZED FLEET ANALYSIS INC.	9/22/2008	9/30/2008	\$10,390	Reference: DRE-DC Atlanta, GA (4522AD). Provide CFA software upgrades.	ONLY ONE SOURCE - OTHER
367	CDW GOVERNMENT INC.	9/15/2008	9/30/2008	\$10,258	Reference: Louisiana Hurricane Gustav (1780DR). Provide approved software for use at the Joint Field Office in Baton Rouge, LA in support of Gustav operations.	UNUSUAL AND COMPELLING URGENCY
368	ALUTIQ GLOBAL SOLUTIONS LLC	8/1/2008	3/13/2008	\$10,053	Reference: Missouri Severe Storms And Tornadoes (1760DR). Provide surge support.	AUTHORIZED BY STATUTE - 8(A)
369	ADVANCED SYSTEMS INC.	9/17/2008	1/15/2008	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1765DR). Provide copier with scanning capabilities.	UNUSUAL AND COMPELLING URGENCY
370	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/13/2008	9/30/2008	\$10,000	Reference: Kansas Severe Winter Storms (1741DR). Provide office supplies in support of KS disaster operations.	DIRECTED TO JWOD NONPROFIT
371	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/11/2008	9/30/2008	\$10,000	Reference: Missouri Severe Winter Storms And Flooding (1748DR). Provide supplies and equipment needed to operate the Joint Field Office in response to the disaster in MO.	DIRECTED TO JWOD NONPROFIT
372	ALPHA POINTE ASSOCIATION FOR THE BLIND	2/14/2008	3/31/2008	\$10,000	Reference: Missouri Severe Storms, Tornadoes, And Flooding (1742DR). Provide office supplies required for Joint Field Office operations and deployed staff operations.	DIRECTED TO JWOD NONPROFIT AGENCY
373	ALPHA POINTE ASSOCIATION FOR THE BLIND	1/15/2008	9/30/2008	\$10,000	Reference: Missouri Severe Winter Storms (1736DR). Provide office supplies required for Joint Field Office operations and deployed staff operations.	DIRECTED TO JWOD NONPROFIT AGENCY
374	AMERICAN BAR ASSOCIATION	1/10/2008	4/30/2008	\$10,000	Reference: Multiple Fund Codes. Provide disaster legal services.	ONLY ONE SOURCE - OTHER
375	COMPU-CURE OF NEW ORLEANS INC	3/6/2008	4/17/2008	\$10,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide Microsoft Visio 2003 training services for Command Staff, Logs and other groups within the Transitional Field Office/Area Field Office.	AUTHORIZED BY STATUTE 8(a)
376	CORPORATE EXPRESS OFFICE PRODUCTS, INC.	5/29/2008	5/27/2008	\$10,000	Reference: Georgia Severe Storms And Tornadoes (1761DR). Provide products and supplies for the GA disaster operations.	FOLLOW-ON CONTRACT
377	GARY BREMER TRANSFER, LLC.	7/25/2008	9/30/2008	\$10,000	Reference: Minnesota Severe Storms And Flooding (1772DR). Provide temporary hires to assist with the move into the Joint Field Office supporting MN disaster operations.	AUTHORIZED BY STATUTE
378	INTEGRITY MOVERS	4/28/2008	9/30/2008	\$10,000	Reference: Ohio Record Snow And Near Record Snow (1386EN). Provide movers to set-up the disaster office in Dublin, OH.	UNUSUAL AND COMPELLING URGENCY
379	INTERSTATE POWER AND LIGHT COMPANY	8/16/2008	9/30/2008	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize power for various mobile home parks with FEMA supporting IA disaster. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
380	MIDWEST OFFICE TECHNOLOGY, INC.	1/7/2008	4/30/2008	\$10,000	Reference: Iowa Severe Winter Storm (1737DR). Provide rental of copy machines in support of declared IA disaster. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	REASON NOT COMPETED
381	MURILLO MODULAR GROUP LTD	9/30/2008	9/30/2007	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide portable shower units in support of IA disaster operations.
382	OREGON COPIER SERVICES & SUPPLIES, INC.	2/29/2008	4/30/2008	\$10,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Rental of copiers/fax machines in support of OR disaster operations.
383	PACIFICORP	2/26/2008	4/30/2008	\$10,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide temporary power source and service.
384	POWELL MOVING & STORAGE, INC.	8/1/2008	9/30/2008	\$10,000	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Provide temporary movers for the MI Joint Field Office.
385	V-14 TRUCK & AUTO SERVICE	7/25/2008	9/30/2008	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home axles and tires.
386	FEDERAL CENTER OFFICE ASSOCIATES LLC	6/20/2008	8/1/2008	\$9,984	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide custodial services in support of midwest flooding.
387	TWD & ASSOCIATES, INC.	7/1/2008	7/1/2009	\$9,320	Reference: Oklahoma Severe Winter Storms (3280EM). Maintenance program for 2 NOMAD Systems.
388	MOBILE VIDEO SERVICES LTD	3/31/2008	3/31/2008	\$9,257	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Provide satellite uplink and production services for FEMA's Office of Public Affairs.
389	ABLE SPRING & ALIGNMENT, INC.	9/30/2008	10/30/2008	\$9,132	Reference: Louisiana Hurricane Katrina (1603DR). Repair of 1 low boy flat bed trailer.
390	NEW LIGHT TECHNOLOGIES, INC	8/26/2008	1/15/2008	\$9,088	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Raification for two engineers for GIS set-up and configuration.
391	DELL U.S.A CORPORATION	9/3/2008	9/10/2008	\$9,083	Reference: Texas Hurricane Gustav (3290EM). Provide electronic components for RRCC support.
392	COURTYARD BY MARRIOTT ILLP	1/10/2008	2/29/2008	\$9,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of conference rooms for use as training classrooms for Joint Field Office.
393	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	7/2/2008	9/30/2008	\$9,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Van rental required for transportation of supplies and miscellaneous materials from the Joint Field Office to FEMA satellite offices.
394	PIEDMONT NATURAL GAS COMPANY, INC.	3/6/2008	5/7/2008	\$9,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide utility services (natural gas) to the Nashville Joint Field Office.
395	O'NEILL ELECTRIC INC	2/26/2008	3/15/2008	\$8,900	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide power distribution system for mobile homes.
396	ADVANCED SYSTEMS INC	6/26/2008	9/30/2008	\$8,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide copiers for the Area Field Office in Cedar Falls, IA.

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
397	FEDERAL CENTER OFFICE ASSOCIATES LLC	8/22/2008	9/30/2008	\$8,728	Reference: DRF-Surge-Disast Suprt Accis-Pre-Declare/Mobilizn (7220SU). Provide custodial services in support of Midwest Flooding.	UNUSUAL AND COMPELLING URGENCY
398	ANDERSON RENTALS INC.	3/5/2008	11/30/2008	\$8,716	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Maintain portable toilets and holding tanks.	FOLLOW-ON CONTRACT
399	MCL INC	7/24/2008	8/1/2008	\$8,597	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair two (2) MERS units.	UNUSUAL AND COMPELLING URGENCY
400	ENTERPRISE RENT-A-CAR COMPANY	5/27/2008	9/30/2008	\$8,500	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1754DR). Rental of 24/26 foot box truck with extended lift gate for OK operations.	UNUSUAL AND COMPELLING URGENCY
401	ENTERPRISE RENT-A-CAR COMPANY	5/24/2008	9/30/2008	\$8,500	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1754DR). Rental of 24/26 foot box truck with extended lift gate for OK operations.	UNUSUAL AND COMPELLING URGENCY
402	NATIONAL VOLUNTARY ORGANIZATIONS	9/29/2008	9/29/2008	\$8,220	Reference: DRF-Individual Assistance (IA) (4323AD). Support National Voluntary Organizations conference.	ONLY ONE SOURCE - OTHER
403	AMERICAN RADIATION SERVICES, INC.	8/30/2008	9/1/2008	\$8,000	Reference: DRF-Surge-Disast Suprt Accis-Pre-Declare/Mobilizn (7220SU). Generator repair at Special Medical Needs Shelters for Hurricane Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
404	ASSOCIATION OF GOVERNMENT ACCOUNTANTS	6/27/2008	7/30/2008	\$8,000	Reference: DRF-FEMA Office For Gulf Coast Recovery (7491KA). Provide professional development conference.	UNIQUE SOURCE
405	HUBZONE CORPORATION	1/30/2008	2/15/2008	\$8,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide mobile home maintenance in support of CA disaster operations.	AUTHORIZED BY STATUTE 8(a)
406	INTERNATIONAL ASSOCIATION OF EMERGENCY MANAGERS INC.	1/9/2008	9/30/2008	\$8,000	Reference: DRF - Federal Coordinating Officers (FCO) (4260AD). Payment of Certified Emergency Manager (CEM) enrollment and application fees.	ONLY ONE SOURCE - OTHER
407	UNITED RENTALS, INC.	7/21/2008	9/19/2008	\$8,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of diesel light towers.	UNUSUAL AND COMPELLING URGENCY
408	V-14 TRUCK & AUTO SERVICE	9/24/2008	12/30/2008	\$8,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home electrical and pipes.	UNUSUAL AND COMPELLING URGENCY
409	UNITED RENTALS, INC.	9/7/2008	11/30/2008	\$7,985	Reference: Louisiana Hurricane Gustav (1786DR). Rental of light towers at NLSA Red Team staging area - Ester Field, Camp Beauregard - in support of Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY
410	PARPARK PARSONS PARKING COMPANY	2/29/2008	3/30/2008	\$7,950	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for Joint Field Office employees in Pasadena CA.	UNIQUE SOURCE
411	WORTHY, MIKE ELECTRIC	8/7/2008	8/14/2008	\$7,950	Reference: Louisiana Hurricane Katrina (1603DR). Provide electrical installation.	UTILITIES FAR 41.2
412	FEDERAL CENTER OFFICE ASSOCIATES LLC	9/12/2008	9/30/2008	\$7,806	Reference: Louisiana Hurricane Gustav (1786DR). Provide custodial services in support of Midwest Flooding.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD/LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
413	DYKON COMPUTER HELP CENTER, INC.	9/11/2008	9/30/2008	\$7,765	Reference: Louisiana Hurricane Katrina (1603DR). Provide color printer in support of Hurricane Katrina operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)
414	WISON ELECTRONICS, INC.	6/23/2008	6/30/2008	\$7,505	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide antennas for vehicles where cellular reception is limited in WI.	ONLY ONE SOURCE - OTHER
415	A PLUS IMAGING INC	7/25/2008	9/30/2008	\$7,500	Reference: Minnesota Severe Storms And Flooding (1772DR). Provide copiers/lease support of MN disaster operations.	UNUSUAL AND COMPELLING URGENCY
416	LASER'S RESOURCE, INC.	7/24/2008	9/30/2008	\$7,500	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Provide copiers for the Joint Field Office supporting MI disaster operations.	UNUSUAL AND COMPELLING URGENCY
417	LUNAREX ENTERPRISES, INC.	6/23/2008	9/30/2008	\$7,500	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide temporary movers in support of WI disaster.	UNUSUAL AND COMPELLING URGENCY
418	MIDAMERICAN ENERGY COMPANY	9/19/2008	9/30/2008	\$7,400	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 4 lots at The Country Terrace. Awardee was a local vendor.	UTILITIES FAR 41.2
419	ROYER & SCHUTTS INC	8/13/2008	8/22/2008	\$7,324	Reference: DRF-Texas NPSC-Denton, TX (4430AD). Install sned walls to completely enclose manager's office to ensure privacy while holding staff meetings, conduct employee evaluation sessions, employee counseling and daily communication with other area managers.	ONLY ONE SOURCE - OTHER
420	ARKANSAS PRESS SERVICE	6/11/2008	6/4/2008	\$7,056	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Provide newspaper ad, legal notice regarding AR disaster.	MICRO PURCHASE THRESHOLD
421	AUTORIDAD DE ENERGIA ELECTRICA DE PUERTO RICO	4/24/2008	9/30/2008	\$7,000	Reference: Puerto Rico Severe Storms, Flooding, Landslides, And Mudslides (1613DR). Provide electric utility services for Maunabo location.	UTILITIES FAR 41.2
422	CAPITAL BUSINESS MACHINES, INC	3/5/2008	4/30/2008	\$7,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Rental of copiers/fax machines in support of WA disaster operations.	AUTHORIZED BY STATUTE
423	SUTTER WATER SERVICE INC	8/20/2008	12/31/2008	\$7,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide non-municipal water services for Hurricane Katrina victims. Awardee was a local vendor.	UTILITIES FAR 41.2
424	WORTHY MIKE ELECTRIC	9/11/2008	9/12/2008	\$7,000	Reference: Louisiana Hurricane Gustav (1786DR). Provide emergency electrical repairs due to Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
425	INTERNATIONAL ASSOCIATION OF EMERGENCY MANAGERS INC	9/8/2008	9/30/2008	\$6,800	Reference: DRF-Federal Coordinating Officers (FCO) (4260AD). Provide IAEM memberships.	ONLY ONE SOURCE - OTHER
426	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE INC	1/20/2008	1/15/2008	\$6,738	Reference: Louisiana Hurricane Katrina (1603DR). Provide training services on vendor's proprietary software, arcgis server. Vendor is the only purveyor of training.	ONLY ONE SOURCE - OTHER
427	TRUEBLUE, INC	9/9/2008	9/12/2008	\$6,643	Reference: Texas Hurricane Gustav (3590EM). Provide laborers to support Gustav disaster operations.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
428	ALUTHIO GLOBAL SOLUTIONS LLC	2/6/2008	8/3/2007	\$6,579	Reference: Texas Severe Storms And Tornadoes (1697DR). Provide Mobile Disaster Recovery Center, National Disaster Medical System, Mobile Emergency Response Support, Emergency Housing Unit mission, disaster operation, and logistic support for Texas to TX.	FOLLOW-ON CONTRACT	
429	ROYER & SCHULTIS INC	8/15/2008	8/29/2008	\$6,553	Reference: DRE-Texas NPSC-Deaton, TX (4430AD). Reconfigure the TXNPSC's receiving area and install 6 workstations in the mailroom enabling a safer and healthier work environment. The installation of the doors in the two cubicles are necessary to provide a more private and secure work area for the Contracting Officer and his assistant.	ONLY ONE SOURCE - OTHER	
430	TECHNICAL MARKETING SYSTEMS, INC.	5/16/2008	6/30/2008	\$6,525	Reference: DRP-Security Programs & Services (Core) (4190AD). Provide customized cases for finger printing equipment.	ONLY ONE SOURCE - OTHER	
431	INTERNATIONAL SOS ASSISTANCE INC	3/18/2008	3/31/2009	\$6,504	Reference: Fed States Of Micronesia Drought (3276EM). SOS contract for corporate membership for medical evacuation services.	ONLY ONE SOURCE - OTHER	
432	SAFETY-KLEEN HOLDING CO. INC.	4/11/2008	9/30/2008	\$6,239	Reference: DRP-EHU Storage& Transprt (4521RD). Disposal of HAZMAT for the Cumberland, MD site.	MICRO PURCHASE THRESHOLD	
433	MISSISSIPPI POWER COMPANY	7/22/2008	3/6/2009	\$6,175	Reference: Mississippi Hurricane Katrina (1604DR). Provide electric utility services at the Hickory THSA in support of Hurricane Katrina disaster operations. Awardee was a local vendor.	UTILITIES FAR 41.2	
434	PARPARK PARSONS PARKING COMPANY	6/10/2008	3/30/2008	\$6,150	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel responding to disaster.	UNIQUE SOURCE	
435	ALUTHIO GLOBAL SOLUTIONS LLC	2/1/2008	2/29/2008	\$6,128	Reference: Kansas Severe Storms And Flooding (1711DR). Provide transportation services in response to KS severe storms and flooding.	AUTHORIZED BY STATUTE 8(a)	
436	UNITED RENTALS, INC.	5/20/2008	9/30/2008	\$6,119	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1752DR). Rental of fork lift for OK operations.	UNUSUAL AND COMPELLING URGENCY	
437	DON THOMAS PETROLEUM INC	2/29/2008	4/30/2008	\$6,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide delivery and refueling of light towers.	UNUSUAL AND COMPELLING URGENCY	
438	DON THOMAS PETROLEUM INC	2/4/2008	4/30/2008	\$6,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides(1733DR). Deliver and refuel light towers in support of OR disaster.	UNUSUAL AND COMPELLING URGENCY	
439	MIDAMERICAN ENERGY COMPANY	8/20/2008	9/30/2008	\$6,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 30 lots at The South View. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY	
440	MIDWEST OFFICE TECHNOLOGY, INC	6/2/2008	8/1/2008	\$6,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of three (3) copiers for the Joint Field Office - midwest.	UNUSUAL AND COMPELLING URGENCY	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
441	MISSISSIPPI POWER COMPANY	9/19/2008	3/6/2009	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide electric utility services at the Hickory THSA in support of Hurricane Katrina disaster operations. Awardee was a local vendor.	UTILITIES FAR 41.2	
442	MISSISSIPPI POWER COMPANY	1/22/2008	1/9/2009	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide electrical services for two double-side trailers in support of Hurricane Katrina.	UTILITIES FAR 41.2	
443	NORFORK RIVER RESORT	4/7/2008	4/30/2008	\$6,000	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Lease of 3100 square foot conference room for use as a Disaster Recovery Center in Baxter County in response to AR disaster for 24 days.	ONLY ONE SOURCE - OTHER	
444	OHIO BUSINESS SYSTEMS INC	4/30/2008	9/30/2008	\$6,000	Reference: Ohio Record Snow And Near Record Snow (3236EM). Provide two high speed copiers for the disaster field office in Dublin, OH.	UNUSUAL AND COMPELLING URGENCY	
445	PREMIERE SHREDDING INC	7/16/2008	9/30/2008	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide paper shredding services for sensitive material at the temporary recovery office in Biloxi and Jackson, MS. Awardee was a local vendor.	AUTHORIZED BY STATUTE - 8(A)	
446	RHONDA S PACE	7/3/2008	6/30/2008	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Grants the right to temporary non-exclusive use of and a right of way to a portion of the property required for the construct and deconstruct of a single sewer line to a temporary housing unit on another property. This property granted the only access to this THU for this purpose. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)	
447	RIVERBEND UTILITIES INC	6/3/2008	8/31/2008	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide non-municipal water services for Katrina victims.	UTILITIES FAR 41.2	
448	XEROX CORPORATION	6/11/2008	11/30/2008	\$6,000	Reference: DRF-Virginia NFSC-Round Hill, VA (4420AD). Provide LTDP and maintenance of Xerox copiers.	ONLY ONE SOURCE - OTHER	
449	R S MEANS COMPANY INC	8/8/2008	8/15/2008	\$3,932	Reference: Illinois Severe Storms And Flooding (1771DR). Renovate lawn at high school which was damaged/rutted by FEMA.	MICRO PURCHASE THRESHOLD	
450	ANIXTER, INC	5/1/2008	9/30/2008	\$5,833	Reference: Illinois Hurricane Katrina Evacuation (3230EM). Provide wiring installation supplies.	ONLY ONE SOURCE - OTHER	
451	INNERFACE ARCHITECTURAL SIGNAGE, INC.	9/16/2008	9/30/2008	\$3,835	Reference: DRF-Maryland NFSC-Hyattsville, Md (4410AD). Provide needed signs to label offices, conference rooms, break rooms and provide direction to these locations at the MD/NPSC new facility.	STANDARDIZATION	
452	GRAINGER	7/31/2008	6/30/2007	\$5,808	Reference: DRF-EHU Storage&Transport (05/19/08): Replaced By-4 (4521RD). Provide support to the Housing program - EHU Operations.	UNUSUAL AND COMPELLING URGENCY	
453	INTERSTATE POWER AND LIGHT COMPANY	8/18/2008	9/30/2008	\$5,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 29 mobile home lots at Kirkwood. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY	
454	LEIF JOHNSON FORD LTD	9/17/2008	10/30/2008	\$5,778	Reference: Texas Hurricane Ike (1791DR). Rental of passenger van to support Hurricane Ike disaster operations.	UNUSUAL AND COMPELLING URGENCY	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES							REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT			
455	SUMMIT BUSINESS SYSTEMS, INC	5/26/2008	7/31/2008	\$5,700	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1756DR). Rental of copy and fax machines to support Ottawa division.		UNUSUAL AND COMPELLING URGENCY	
456	EL PASO ELECTRIC COMPANY	9/30/2008	9/30/2008	\$5,500	Reference: New Mexico Severe Storms And Flooding (1659DR). Provide electric utility services.		UTILITIES FAR 41.2	
457	GRAYBAR ELECTRIC COMPANY, INC	9/4/2008	3/3/2009	\$5,413	Reference: Louisiana Hurricane Gustav (3389EM). Provide electrical and related supplies to support Gustav disaster.		UNUSUAL AND COMPELLING URGENCY	
458	JDG ASSOCIATES, INC.	1/11/2008	10/12/2008	\$5,315	Reference: Mississippi Hurricane Katrina (1604DR). Provide EEO investigative support services.		ONLY ONE SOURCE - OTHER	
459	INTERSTATE POWER AND LIGHT COMPANY	8/16/2008	9/30/2008	\$5,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Activate electrical power to 26 lots at Eagle Ridge L.C. Awarded was a local vendor.		UTILITIES FAR 41.2	
460	FEDERAL CENTER OFFICE ASSOCIATES LLC	9/30/2008	9/30/2008	\$5,105	Reference: Texas Hurricane Ike (1791DR). Provide custodial services in support of Midwest Flooding.		UNUSUAL AND COMPELLING URGENCY	
461	R. K. DIXON COMPANY	8/29/2008	11/27/2008	\$5,100	Reference: Illinois Severe Storms And Flooding (1771DR). Copier rental in support of IL disaster.		UNUSUAL AND COMPELLING URGENCY	
462	ALPHA POINTE ASSOCIATION FOR THE BLIND	2/28/2008	5/31/2008	\$5,000	Reference: Missouri Severe Storms, Tornadoes, And Flooding (1742DR). Provide office supplies required for Joint Field Office operations and deployed staff operations.		DIRECTED TO JWOD NONPROFIT AGENCY	
463	AMERICAN BAR ASSOCIATION	6/3/2008	9/30/2008	\$5,000	Reference: Colorado Severe Storms And Tornadoes (1762DR). Provide individual legal assistance hotline in support of CO disaster operations.		UNIQUE SOURCE	
464	AMERICAN BAR ASSOCIATION	9/11/2008	3/9/2009	\$5,000	Reference: Louisiana Hurricane Gustav (1786DR). Activate Disaster legal services (Young Lawyers/Abn).		AUTHORIZED BY STATUTE	
465	AMERICAN BAR ASSOCIATION	8/15/2008	9/30/2008	\$5,000	Reference: Texas Hurricane Dolly (1780DR). Provide legal disaster services from the Young Lawyers Division of American Bar Association.		ONLY ONE SOURCE - OTHER	
466	AMERICAN BAR ASSOCIATION	7/21/2008	9/30/2008	\$5,000	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide young lawyers disaster services.		ONLY ONE SOURCE - OTHER	
467	AMERICAN BAR ASSOCIATION	7/14/2008	9/12/2008	\$5,000	Reference: Illinois Severe Storms And Flooding (1771DR). Young Lawyers Division of the American Bar Association to cover administrative costs.		ONLY ONE SOURCE - OTHER	
468	AMERICAN BAR ASSOCIATION	7/11/2008	9/30/2008	\$5,000	Reference: Missouri Severe Storms And Flooding (1773DR). Provide legal services to support MO disaster.		FOLLOW-ON CONTRACT	
469	AMERICAN BAR ASSOCIATION	6/30/2008	7/29/2008	\$5,000	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide disaster legal services.		AUTHORIZED BY STATUTE	
470	AMERICAN BAR ASSOCIATION	6/12/2008	9/30/2008	\$5,000	Reference: Missouri Severe Storms And Tornadoes (1760DR). Provide disaster legal services.		UNIQUE SOURCE	
471	AMERICAN BAR ASSOCIATION	6/10/2008	9/30/2008	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Implement disaster legal service program in response to disaster.		UNIQUE SOURCE	
472	AMERICAN BAR ASSOCIATION	4/16/2008	9/30/2008	\$5,000	Reference: Missouri Severe Storms And Flooding (1749DR). Provide legal services in response to the MO disaster.		ONLY ONE SOURCE - OTHER	
473	AMERICAN BAR ASSOCIATION	4/3/2008	9/30/2008	\$5,000	Reference: Georgia Severe Storms And Tornadoes (1750DR). Provide legal services in support of disaster in GA.		AUTHORIZED BY STATUTE	

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
474	AMERICAN BAR ASSOCIATION	2/20/2008	9/30/2008	\$5,000	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide disaster legal services support.	ONLY ONE SOURCE - OTHER
475	AMERICAN BAR ASSOCIATION	2/19/2008	9/30/2008	\$5,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide disaster legal services.	AUTHORIZED BY STATUTE
476	AMERICAN BAR ASSOCIATION	2/7/2008	9/30/2008	\$5,000	Reference: Indiana Severe Storms And Flooding (1740DR). Provide disaster legal services in support of IN disaster.	UNUSUAL AND COMPELLING URGENCY
477	CHICAGOLAND TRUCK RENTAL	7/16/2008	9/30/2008	\$5,000	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide 24' van rental for at least 75 days in support of IN disaster operations.	UNUSUAL AND COMPELLING URGENCY
478	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	6/23/2008	9/30/2008	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of van for transportation of supplies and miscellaneous materials from JFO to FEMA Satellite Offices.	UNUSUAL AND COMPELLING URGENCY
479	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	6/12/2008	9/30/2008	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of van for transportation of supplies and miscellaneous materials from JFO to FEMA Satellite Offices.	UNUSUAL AND COMPELLING URGENCY
480	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	6/5/2008	9/30/2008	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of van for transportation of supplies and miscellaneous materials from JFO to FEMA Satellite Offices.	UNUSUAL AND COMPELLING URGENCY
481	EXPRESS SERVICES, INC	3/31/2008	4/30/2008	\$5,000	Reference: Georgia Severe Storms And Tornadoes (1750DR). Provide laborer services for Joint Field Office set up at Tucker, GA.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
482	GETTING IT WRITE LLC	2/21/2008	6/1/2008	\$5,000	Reference: DRF - Training Emi-Initiated And/Or Sponsored (4710AD). Modify E706 Disaster Contracting course and update the Disaster Field Guide.	FOLLOW-ON CONTRACT
483	INTERSTATE POWER AND LIGHT COMPANY	8/18/2008	9/30/2008	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize power to 25 lots at The Summit. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
484	KOSSEN EQUIPMENT, INC	9/7/2008	9/9/2008	\$5,000	Reference: Louisiana Hurricane Gustav (1786DR). Repair generator at a first responder shelter-school of the Blind - in support of Hurricane Gustav operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
485	LUNAREX ENTERPRISES, INC.	7/3/2008	9/30/2008	\$5,000	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide temp movers.	UNUSUAL AND COMPELLING URGENCY
486	MIDCO WASTE	5/20/2008	9/30/2008	\$5,000	Reference: DRF Storage & Warehousing Of Disaster Assets (4520AD). Provide garbage disposal services for FEMA's Edison Warehouse, NJ.	UTILITIES FAR 41.2
487	DELOORME PUBLISHING COMPANY, INC.	9/2/2008	9/30/2008	\$4,980	Reference: DRF Maryland NFSC-Hyattsville, Md (4410AD). Provide XMap software to bring the Flood Mapping section of MDNFSC up to date on the most recent technology.	STANDARDIZATION
488	TRUSTEES OF INDIANA UNIVERSITY	7/28/2008	8/14/2008	\$4,950	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide Hazus-MH training.	UNUSUAL AND COMPELLING URGENCY
489	PELICAN PRODUCTS, INC.	7/18/2008	7/28/2008	\$4,781	Reference: DRF-Logistics-Transportation Support-Evacuation (4528KD). Provide 20 Pelican cases and locks.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
490	NATIONAL OFFICE SYSTEMS, INC.	9/9/2008	9/30/2009	\$4,750	Reference: DRF-Katrina L/T Recovery & Logistics Ema Pom Coats (7490KA). Provide maintenance on high density filing storage system.	UNIQUE SOURCE	
491	UNITED RENTALS, INC.	9/8/2008	11/2/2008	\$4,743	Reference: Louisiana Hurricane Gustav (1786DR). Rental of light towers at NLSA Red Team staging area - Elder Field, Camp Beauregard - in support of Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY	
492	PARPARK PARSONS PARKING COMPANY	5/1/2008	3/30/2008	\$4,725	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel responding to disaster.	UNIQUE SOURCE	
493	PARPARK PARSONS PARKING COMPANY	4/7/2008	3/30/2008	\$4,725	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel responding to disaster.	UNIQUE SOURCE	
494	WASHINGTON GAS LIGHT COMPANY	4/3/2008	4/3/2008	\$4,544	Reference: DRF-Rent Charges For Office Space (4005AD). Final invoice payment of Washington Gas Light Company bill for the logistics center at Derwood Circle.	UTILITIES FAR 41.2	
495	CITY BRENTWOOD WATER & SEWER	3/7/2008	5/7/2008	\$4,500	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide utility services (water/sewer) to the Joint Field Office.	UTILITIES FAR 41.2	
496	JEFFERSON PARISH, INC.	9/30/2008	12/18/2008	\$4,500	Reference: Louisiana Hurricane Gustav (1786DR). Reimbursement of utility services. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY	
497	FEDERAL CENTER OFFICE ASSOCIATES LLC	9/23/2008	9/30/2008	\$4,337	Reference: DRF-Surge-Disstr Suprt Accis-Pre-Declare/Mobilizin (7220SU). Provide custodial services in support of Midwest Flooding.	UNUSUAL AND COMPELLING URGENCY	
498	SPOT COOLERS, INC. (FL)	3/26/2008	5/30/2008	\$4,332	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide spot coolers as mandated by Safety/Health in an effort to maintain a healthy work environment.	UNUSUAL AND COMPELLING URGENCY	
499	INDIANA NEWSPAPER ADVERTISING NETWORK	5/30/2008	6/2/2008	\$4,320	Reference: Indiana Severe Storms And Flooding (1740DR). Provide public notice for IN disaster.	UNUSUAL AND COMPELLING URGENCY	
500	EQUAL OPPORTUNITY PUBLICATIONS, INC.	9/19/2008	11/28/2008	\$4,300	Reference: DRF-Surge-Disstr Suprt Accis-Pre-Declare/Mobilizin (7220SU). Provide recruitment services.	ONLY ONE SOURCE - OTHER	
501	EL MONTE OFFICE SUPPLY/HI-TOWERS OFFICE SUPPLY	1/11/2008	1/14/2008	\$4,192	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide miscellaneous office supplies (envelopes, tape, dispensers, etc.) in support of CA disaster operations.	UNUSUAL AND COMPELLING URGENCY	
502	BED LION HOTELS CORPORATION	9/22/2008	9/30/2008	\$4,100	Reference: Idaho Flooding (1781DR). Provide conference space.	FOLLOW-ON CONTRACT	
503	STAPLES, INC.	6/25/2008	6/27/2008	\$4,100	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Provide office products for the Joint Field Office and Disaster Recovery Center employees in support of NE disaster operations.	FOLLOW-ON CONTRACT	
504	NL VENTURES V TWG ILLIANA, L.P.	1/30/2008	9/30/2008	\$4,085	Reference: Indiana Severe Storms And Flooding (1732DR). Provide building lease for the Merrillville Joint Field Office in IN.	UNUSUAL AND COMPELLING URGENCY	

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
505	NASHVILLE ELECTRIC SERVICES	9/15/2008	9/15/2008	\$4,000	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And (1745DR). Provide electric services.	ONLY ONE SOURCE - OTHER	
506	A-1 PROPANE & SERVICES INC	6/21/2008	9/30/2008	\$4,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide propane gas services for the Red Cross kitchens.	UNUSUAL AND COMPELLING URGENCY	
507	ADVANCED SYSTEMS INC	6/16/2008	9/30/2008	\$4,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide copiers at the Area Field Office in Cedar Falls, IA.	UNUSUAL AND COMPELLING URGENCY	
508	ADVANCED SYSTEMS INC	6/3/2008	9/30/2008	\$4,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rent of three (3) hi-speed printers for the Joint Field Office in Urbana, IA.	UNUSUAL AND COMPELLING URGENCY	
509	ALPHA FONTE ASSOCIATION FOR THE BLIND	2/19/2008	3/31/2008	\$4,000	Reference: Missouri Severe Storms, Tornadoes, And Flooding (1742DR). Provide office supplies required for Joint Field Office operations and deployed staff operations.	DIRECTED TO IWOD NONPROFIT AGENCY	
510	CAMERON PARISH WATERWORKS DISTRICT #11	9/30/2008	2/28/2009	\$4,000	Reference: Louisiana Hurricane Katrina (1603DR). Water Service For FEMA Group Site Hurricane Katrina Relief E	UTILITIES FAR 41.2	
511	CHOICEPOINT, INC	2/22/2008	9/30/2008	\$4,000	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide ChoicePoint's AutoTrack XP subscription.	UNIQUE SOURCE	
512	CREATIVE VENTURES INC	9/11/2008	10/5/2008	\$4,000	Reference: Missouri Severe Winter Storms And Flooding (1676DR). Provide NIMS guides in support of disaster. Note published and distributed by only one company.	ONLY ONE SOURCE - OTHER	
513	EL PASO ELECTRIC COMPANY	2/19/2008	2/28/2008	\$4,000	Reference: New Mexico Severe Storms And Flooding (1659DR). Provide electric services for monthly operation of thirteen security lights.	UTILITIES FAR 41.2	
514	LINN COUNTY REC	8/28/2008	9/30/2008	\$4,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 20 lots at The Grand View in support of IA disaster relief efforts. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY	
515	MARRIOTT CORPORATION	5/2/2008	6/1/2008	\$4,000	Reference: DRF-Surge-Disast Supt Accis-Pre-Declare/Mobilize (7220SU). Rental of conference room for HQ's IMAT team.	UNIQUE SOURCE	
516	RIVERBEND UTILITIES INC	8/28/2008	12/31/2008	\$4,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide non-municipal water services for Hurricane Katrina victims. Awardee was a local vendor.	UTILITIES FAR 41.2	
517	THREE TOLD CONSULTANTS LLC	1/10/2008	1/25/2008	\$4,000	Reference: Louisiana Hurricane Katrina (1603DR). Provide mold remediation for Chainette trailers used by Direct Housing Operations in LA.	AUTHORIZED BY STATUTE 8(a)	
518	B S MEANS COMPANY INC	3/30/2008	6/30/2008	\$3,984	Reference: Georgia Severe Storms And Tornadoes (1750DR). Provide software programming and publisher.	ONLY ONE SOURCE - OTHER	
519	CINTAS CORPORATION	1/9/2008	3/31/2008	\$3,960	Reference: California Wildfire, Flooding, Mud Flows, And Debris Flows (1731DR). Provide document destruction services in support of CA disaster operations.	MICRO PURCHASE THRESHOLD	
520	MARCUS CABLE ASSOCIATES, LLC	7/1/2008	6/30/2009	\$3,936	Reference: DRF-Surge-Disast Supt Accis-Pre-Declare/Mobilize (7220SU). Provide cable services for the RRCC thru the end of the fiscal year.	ONLY ONE SOURCE - OTHER	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
521	DEWBERRY & DAVIS LLC	3/27/2008	3/31/2008	\$3,857	Reference: Louisiana Hurricane Katrina (1603DR). Final claim settlement for undefinitized letter contract in 2005 for shelter database development.	ONLY ONE SOURCE - OTHER
522	JDG ASSOCIATES, INC.	1/25/2008	9/30/2008	\$3,845	Reference: Mississippi Hurricane Katrina (1604DR). Provide EEO investigative support services.	ONLY ONE SOURCE - OTHER
523	JDG ASSOCIATES, INC.	1/11/2008	9/30/2008	\$3,845	Reference: Louisiana Hurricane Katrina (1603DR). Provide EEO investigative support services.	ONLY ONE SOURCE - OTHER
524	SHARP ELECTRONICS CORPORATION	9/26/2008	9/30/2009	\$3,814	Reference: DRF-DC Motter Field, Ca. (05/19/08). Replaced By 452 (4529AD). Copier lease for Motter field site.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
525	FOGDALL, ACE INC.	9/10/2008	9/10/2008	\$3,806	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace items that have been damaged on FEMA's Telecommunication 911 Trailer.	UNUSUAL AND COMPELLING URGENCY
526	INTERSTATE POWER AND LIGHT COMPANY	8/19/2008	9/30/2008	\$3,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize power for 19 pads at West Branch. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
527	COMPU-CURE OF NEW ORLEANS INC	3/6/2008	4/2/2008	\$3,700	Reference: Louisiana Hurricane Katrina (1603DR). Provide Microsoft Excel, Intermediate And Advanced training services for Transitional Field Office/Area Field Office personnel in Command Staff, Finance and related departments where use of Excel at higher levels of competence is required.	AUTHORIZED BY STATUTE 8(a)
528	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	7/23/2008	9/30/2008	\$3,690	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Van rental required for transportation of supplies and miscellaneous materials from the Joint Field Office to FEMA satellite offices.	UNUSUAL AND COMPELLING URGENCY
529	TELEGUAM HOLDINGS LLC	9/2/2008	9/30/2009	\$3,681	Reference: Multiple Fund Codes. Provide internet service for Guam Distribution Center for 12 months.	ONLY ONE SOURCE - OTHER
530	BELL MARKETING L.P.	7/9/2008	8/9/2008	\$3,628	Reference: Oklahoma Severe Winter Storms (1735DR). Provide Dell hard drives.	ONLY ONE SOURCE - OTHER
531	LANDIS OFFICE CENTER, INC.	7/7/2008	7/31/2009	\$3,600	Reference: DRF-EHU Storage&Transpirt (4521RD). Provide maintenance agreement for Toshiba equipment.	ONLY ONE SOURCE - OTHER
532	LANDIS OFFICE CENTER, INC.	4/7/2008	7/31/2008	\$3,600	Reference: DRF-EHU Storage&Transpirt (4521RD). Provide maintenance for Toshiba equipment.	ONLY ONE SOURCE - OTHER
533	PROXIX SOLUTIONS, INC.	9/22/2008	9/30/2008	\$3,600	Reference: Texas Hurricane Ike (1791DR). Provide GIS parcel data services.	ONLY ONE SOURCE - OTHER
534	ZIENTEK, TIM J	2/7/2008	2/28/2008	\$3,515	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flow (1731DR). Provide course emergency management for Tribal Governments to be presented at Pala Reservation by EMI Instructor in San Diego County.	ONLY ONE SOURCE - OTHER
535	WEST OREGON ELECTRIC COOPERATIVE, INC.	3/3/2008	3/10/2008	\$3,500	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1735DR). Provide electrical power source and services in support of OR relief efforts.	UTILITIES FAR 41.2
536	HOMEWOOD SUITES	5/9/2008	9/30/2008	\$3,500	Reference: Ohio Record Snow And Near Record Snow (3286EM). Provide conference room rental for Public Assistance staff responding to the OH emergency declaration.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
537	COOPER-CROOM ASSOCIATES	1/11/2008	10/1/2008	\$3,400	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide EEO investigation support services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
538	JDG ASSOCIATES, INC.	1/11/2008	10/1/2008	\$3,375	Reference: Mississippi Hurricane Katrina (1604DR). Provide EEO investigative support services.	ONLY ONE SOURCE - OTHER
539	SYSKOM SERVICES INC	9/9/2008	9/14/2009	\$3,375	Reference: DRE-IT-LAN-Maryland and NESC-Hyattsville, Md (4655AD). Provide premium support by Caparis.	ONLY ONE SOURCE - OTHER
540	DELL MARKETING L.P.	3/5/2008	4/30/2008	\$3,368	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide Microsoft software in support of FL disaster operations.	PATENT/DATA RIGHTS
541	APPLIED TECHNOLOGY COUNCIL	4/29/2008	9/30/2008	\$3,360	Reference: Nevada Severe Winter Storms And Flooding (1738DR). Provide earthquake training publications.	UNIQUE SOURCE
542	BUSINESS DECISIONS INFORMATION INC	1/17/2008	10/1/2008	\$3,185	Reference: Mississippi Hurricane Katrina (1604DR). Provide EEO investigation support services.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
543	JAMES W SEWALL COMPANY	6/14/2008	7/31/2008	\$3,150	Reference: Maine Severe Storms And Flooding (1755DR). Provide ortho-imagery digital photographs.	ONLY ONE SOURCE - OTHER
544	BANGOR PUBLISHING COMPANY	6/2/2008	6/7/2008	\$3,139	Reference: Maine Severe Storms And Flooding (1755DR). Publish a Public Notice for Floodplain Management in the Bangor Daily News in support of ME disaster efforts.	ONLY ONE SOURCE - OTHER
545	COOK'S INC	6/9/2008	6/21/2008	\$3,125	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
546	MARC LANE	8/25/2008	8/25/2008	\$3,100	Reference: Louisiana Hurricane Katrina (1603DR). Provide security mail training services.	SIMPLIFIED ACQUISITION (SAPS)
547	O'NEILL ELECTRIC INC	2/27/2008	3/15/2008	\$3,100	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide power distribution system for mobile homes in support of OR relief efforts.	AUTHORIZED BY STATUTE 8(a)
548	NEW YORK STATE ELECTRIC & GAS CORPORATION	4/2/2008	4/30/2008	\$3,019	Reference: New York Severe Storms And Flooding (1650DR). Provide electric utility services for temporary trailer book-ups.	UTILITIES FAR 41.2
549	CITY OF BILOXI	1/18/2008	1/9/2009	\$3,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide water and sewage services for two double-side trailers located at the Biloxi Coliseum for training in support of Hurricane Katrina.	UTILITIES FAR 41.2
550	DICKWORTH REALTY, INC.	8/19/2008	2/11/2009	\$3,000	Reference: Mississippi Hurricane Katrina (1604DR). Rental of conference room for FEMA training purposes. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD
551	MIDAMERICAN ENERGY COMPANY	8/20/2008	9/30/2008	\$3,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 15 pads at The Cedar Knoll. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
552	PENSKE TRUCK LEASING CO L.P	4/24/2008	8/31/2008	\$3,000	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide 24 truck for Joint Field Office operations.	MICRO PURCHASE THRESHOLD

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
553	PENSKE TRUCK LEASING CO. L.P.	2/11/2008	3/12/2008	\$3,000	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide 24' box truck with lift gate.	MICRO PURCHASE THRESHOLD	
554	PUBLIC SERVICE ELECTRIC & GAS COMPANY	3/14/2008	9/30/2008	\$3,000	Reference: New Jersey Severe Storms And Inland And Coastal Flooding (1694DR). Provide electric utility services.	UTILITIES FAR 41.2	
555	TASHA H. STREWART	5/16/2008	9/30/2008	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Conduct investigation of an EEO complaint for Baton Rouge, LA OER case number.	MICRO PURCHASE THRESHOLD	
556	TROPICAL WORLD LANDSCAPING & IRRIGATION, LLC	1/3/2008	3/31/2008	\$3,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide janitorial services at the FEMA Ocean Springs Recertification Center.	AUTHORIZED BY STATUTE 8(a)	
557	ALPHA POINTE ASSOCIATION FOR THE BLIND	4/1/2008	3/27/2008	\$2,960	Reference: DRF-EHU Storage& Transprn (4521RD). Provide office supplies needed for the Cumberland, MD site.	SIMPLIFIED ACQUISITION (SAPS)	
558	ST NET-APPTIS FIRSTSOURCE JOINT VENTURE	9/10/2008	9/30/2008	\$2,913	Reference: DRF-DC Port Worth, TX (4532AD). Provide laptop computer, supplies, and toner.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER	
559	AG SPRAY EQUIPMENT, INC	9/29/2008	10/31/2008	\$2,905	Reference: Multiple Fund Codes. Provide spray rigs for FEMA THUs.	MICRO PURCHASE THRESHOLD	
560	FEDERAL PRISON INDUSTRIES INC	8/8/2008	9/8/2008	\$2,781	Reference: DRF-DC Moffet Field, CA (4529AD). Provide replacement furniture for Moffet Field offices.	UNICOR	
561	FEDERAL FACILITATORS GROUP LLC	4/10/2008	9/30/2008	\$2,730	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Conduct EEO complaint investigation.	MICRO PURCHASE THRESHOLD	
562	TRIPLETT OFFICE ESSENTIALS CORPORATION	8/22/2008	8/22/2008	\$2,696	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY	
563	TRIPLETT OFFICE ESSENTIALS CORPORATION	8/6/2008	12/31/2008	\$2,696	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY	
564	WHITE GLOVE MOVERS LLC	8/21/2008	11/1/2008	\$2,640	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE	
565	SAFETY-KLEEN HOLDING CO. INC.	1/14/2008	1/31/2008	\$2,621	Reference: DRF- EHU Storage & Transportation (4521RD). Provide disposal of pipe primers - hazardous material.	MICRO PURCHASE THRESHOLD	
566	M & L INDUSTRIES LLC	3/24/2008	2/18/2008	\$2,607	Reference: Louisiana Hurricane Katrina (1603DR). Provide equipment maintenance service (light multi-use equipment) for Sherwood staging area in support of LA Katrina operations.	MICRO PURCHASE THRESHOLD	
567	MIDAMERICAN ENERGY COMPANY	9/2/2008	6/30/2009	\$2,600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electric utility services. Awardee was a local vendor.	UTILITIES FAR 41.2	
568	PENSKE TRUCK LEASING CO. L.P	6/10/2008	7/30/2008	\$2,600	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Provide 16' box truck with lift gate for up to 60 days in support of AR disaster operations.	MICRO PURCHASE THRESHOLD	

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
569	FEDERAL FACILITATORS GROUP LLC	4/10/2008	9/30/2008	\$2,590	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Conduct BEO complaint investigation.	MICRO PURCHASE THRESHOLD
570	ALL WORLD LANGUAGE CONSULTANT INC	3/6/2008	3/5/2009	\$2,500	Reference: Kentucky Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1746DR). Provide translation, desktop publishing, and transcription services in response to KY disaster.	MICRO PURCHASE THRESHOLD
571	ALL WORLD LANGUAGE CONSULTANT INC	2/14/2008	1/29/2009	\$2,500	Reference: Indiana Severe Storms And Flooding (1740DR). Provide desktop publishing, translation, transcription and interpreting services in support of IN disaster.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
572	CRAWFORD COUNTY	6/18/2008	6/7/2008	\$2,500	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAFS)
573	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	9/17/2008	11/17/2008	\$2,500	Reference: Florida Tropical Storm Fay (1785DR). Rental of SUV for FC holders to use in purchasing items required at the Joint Field Office in FL.	MICRO PURCHASE THRESHOLD
574	GORDON FLEISCH COMPANY, INC.	6/23/2008	9/30/2008	\$2,500	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide copier rentals for WI disaster operations.	MICRO PURCHASE THRESHOLD
575	HOLIDAY INN HOTEL & SUITES	5/30/2008	8/1/2008	\$2,397	Reference: DRF-Warm Cell Operations (4636RD). Provide hotel rooms approved for personnel working at the FEMA regions.	MICRO PURCHASE THRESHOLD
576	SLOAN SEPTIC SERVICE	6/3/2008	6/2/2009	\$2,380	Reference: DRF-EHU Storage&Transprtn (4521RD). Provide removal of waste.	MICRO PURCHASE THRESHOLD
577	AMERICAN POWER CONVERSION CORPORATION	9/25/2008	10/25/2008	\$2,300	Reference: DRF-Surge-Disast Suprt Accis-Pre-Declare/Mobiliza (7220SU). Run test on UPS and diagnose error messages.	MICRO PURCHASE THRESHOLD
578	GULFPORT PORTABLE STORAGE	5/21/2008	5/31/2008	\$2,296	Reference: Mississippi Hurricane Katrina (1604DR). Provide PODS in support of Hurricane Katrina relief efforts.	UNUSUAL AND COMPELLING URGENCY
579	PRAIRIE COUNTY FAIR & LIVESTOCK SHOW	4/24/2008	5/17/2008	\$2,230	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Lease of exhibit building for use as a Disaster Recovery Center in response to AR disaster.	ONLY ONE SOURCE - OTHER
580	SOUTHWEST ARKANSAS WATER SYSTEM, INC	4/15/2008	4/14/2009	\$2,249	Reference: DRF-EHU Storage&Transprtn (Replaced 4521Ad 120407) (4521RD). Provide water access to site.	UTILITIES FAR 41.2
581	ENTERPRISE RENT A CAR COMPANY	6/30/2008	7/11/2008	\$2,238	Reference: Alabama Hurricane Katrina (1605DR). Rental of vehicles for Katrina support.	AUTHORIZED BY STATUE
582	LEWAN & ASSOCIATES, INC	5/28/2008	6/30/2008	\$2,200	Reference: Colorado Severe Storms And Tornadoes (1762DR). Lease of copiers and fax machines for the Disaster Recovery Center in CO.	MICRO PURCHASE THRESHOLD
583	ARKANSAS ARMY NATIONAL GUARD	4/25/2008	9/30/2008	\$2,090	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Provide space for Disaster Recovery Center for 7 days in Newport, AR.	AUTHORIZED BY STATUE
584	ALL WORLD LANGUAGE CONSULTANT INC	1/11/2008	12/8/2008	\$2,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide desktop publishing, translation, transcription and interpreting services in support of WA disaster operations.	ONLY ONE SOURCE - OTHER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
585	ALL WORLD LANGUAGE CONSULTANT INC	1/11/2008	9/30/2008	\$2,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide desktop publishing, translation, transcription and interpreting services in support of OR disaster operations.	ONLY ONE SOURCE - OTHER
586	ALL WORLD LANGUAGE CONSULTANT INC	1/11/2008	9/30/2008	\$2,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide desktop publishing, translation, transcription and interpreting services in support of OR disaster operations.	ONLY ONE SOURCE - OTHER
587	ALPHA PONTE ASSOCIATION FOR THE BLIND	1/22/2008	1/30/2008	\$2,000	Reference: Kansas Severe Winter Storms (3282EM). Provide office supplies in support of declared KS emergency.	DIRECTED TO JWOD NONPROFIT AGENCY
588	CINTAS CORPORATION	4/15/2008	4/30/2008	\$2,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide document destruction services.	MICRO PURCHASE THRESHOLD
589	ELIZABETHTOWN GAS	3/14/2008	12/31/2008	\$2,000	Reference: New Jersey Severe Storms And Inland And Coastal Flooding (1694DR). Provide gas utility services for the Edison warehouse in NJ.	UTILITIES FAR 41.2
590	KEENLANE BAILEY & ASSOCIATES	2/20/2008	3/20/2008	\$2,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide court reporting services for EEOC complainant. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD
591	KEPNER BUILDING LLC	5/10/2008	9/30/2008	\$2,000	Reference: Indiana Severe Storms And Flooding (1740DR). Re-program current alarm system at the Joint Field Office (JFO) to allow FEMA entry and provide key lock changes and re-key to 9 doors in the JFO.	MICRO PURCHASE THRESHOLD
592	LANGUAGE BANK, INC	1/11/2008	12/8/2008	\$2,000	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide desktop publishing, translation, transcription and interpreting services in support of WA disaster operations.	ONLY ONE SOURCE - OTHER
593	LANGUAGE BANK, INC	1/11/2008	9/30/2008	\$2,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide desktop publishing, translation, transcription and interpreting services in support of OR disaster operations.	ONLY ONE SOURCE - OTHER
594	LANGUAGE BANK, INC	1/11/2008	9/30/2008	\$2,000	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide desktop publishing, translation, transcription and interpreting services in support of OR disaster operations.	ONLY ONE SOURCE - OTHER
595	METROPOLITAN TOPEKA AIRPORT AUTHORITY	3/31/2008	2/15/2008	\$2,000	Reference: Kansas Severe Winter Storms (1741DR). Rental of space and warehouse- GSA lease payment vehicle.	UNUSUAL AND COMPELLING URGENCY
596	TROPICAL WORLD LANDSCAPING & IRRIGATION, LLC	4/4/2008	5/31/2008	\$2,000	Reference: Mississippi Hurricane Katrina (1604DR). Provide janitorial services at FEMA Ocean Springs Recertification Center.	AUTHORIZED BY STATUS - 8(a)
597	UNITED RENTALS, INC.	6/4/2008	9/30/2008	\$2,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of a forklift in support of disaster activities in CA.	MICRO PURCHASE THRESHOLD

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
598	UNITED RENTALS, INC.	5/30/2008	5/26/2008	\$2,000	Reference: Georgia Severe Storms And Tornadoes (1761DR). Rental of forklift for GA disaster operations.	FOLLOW-ON CONTRACT
599	UNITED RENTALS, INC.	8/11/2008	11/11/2008	\$1,950	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of a magnum 500 gallon water in support if IA disaster operations.	ONLY ONE SOURCE - OTHER
600	TIGER DIRECT	9/30/2008	9/29/2008	\$1,921	Reference: DRE-AIC Activities (4540AD). Provide 24" wireless routers.	MICRO PURCHASE THRESHOLD
601	CONSUMER CREDIT COUNSELING SERVICE	9/16/2008	6/30/2008	\$1,875	Reference: Mississippi Hurricane Katrina (1604DR). Provide expert in credit counseling for career transitional workshop.	MICRO PURCHASE THRESHOLD
602	FIRST CHRISTIAN CHURCH	6/11/2008	7/3/2008	\$1,875	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for janitorial services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
603	SECURITY CONTRACTOR SERVICES INC	2/4/2008	4/30/2008	\$1,872	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide and install temporary security fence for Federal Operations Staging Area.	UNUSUAL AND COMPELLING URGENCY
604	ENTERPRISE RENT-A-CAR COMPANY	1/9/2008	2/15/2008	\$1,860	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide extension of passenger motor vehicle rental.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
605	EASTERN IOWA LIGHT & POWER COOPERATIVE, INC.	8/15/2008	9/30/2008	\$1,810	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize mobile home lots. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
606	COURTYARD BY MARRIOTT ILTP	2/4/2008	2/29/2008	\$1,800	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces at the Marriott in Pasadena, CA for employees responding to CA disaster.	UNUSUAL AND COMPELLING URGENCY
607	ADVANCED SYSTEMS, INC.	8/6/2008	11/5/2008	\$1,785	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide copier with scanning capabilities.	UNUSUAL AND COMPELLING URGENCY
608	CANNON EQUIPMENT COMPANY	6/5/2008	9/30/2008	\$1,750	Reference: Indiana Severe Storms And Flooding (1740DR). Provide two cages to transport IT equipment.	MICRO PURCHASE THRESHOLD
609	CANNON EQUIPMENT COMPANY	6/5/2008	9/30/2008	\$1,750	Reference: Ohio Record Snow And Near Record Snow (3286EM). Provide cages to secure equipment at the Joint Field Office.	MICRO PURCHASE THRESHOLD
610	WALLACE T.L. CONSTRUCTION, INC	3/26/2008	2/21/2008	\$1,750	Reference: DRE-Alt Housing Pgm-4th Karma Suppi P.L. 109-234 (7491AH). Transport (to and from), setup and take down of a Mississippi Katrina cottage used for display at the Alternative Housing Pilot Program conference held on February 20 & 21, 2008. Awardee was a local vendor.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
611	PSC EQUIPMENT RENTAL, INC.	8/19/2008	11/18/2008	\$1,711	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of scaffolding equipment in support of Iowa disaster operations.	ONLY ONE SOURCE - OTHER
612	APPLIED TECHNOLOGY COUNCIL	5/15/2008	7/1/2008	\$1,696	Reference: Nevada Severe Winter Storms And Flooding (1738DR). Provide earthquake training publications.	UNIQUE SOURCE
613	GULF SOUTH RESEARCH CORPORATION	2/10/2008	9/30/2008	\$1,692	Reference: DRE- Alt Housing Pgm- 4th Karma Suppi P.L. 109-234 (7491AH). Modification for 6 additional acres to perform environmental reviews and assessments.	AUTHORIZED BY STATUTE 8(a)

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
614	CAPITAL MALL LLC	1/24/2008	3/31/2008	\$1,650	Reference: Missouri Severe Winter Storms (1736DR). Rental of conference room to be used for Joint Field Office training.	MICRO PURCHASE THRESHOLD
615	TRIPLETT OFFICE ESSENTIALS CORPORATION	8/14/2008	8/14/2008	\$1,607	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
616	EXPRESS SERVICES, INC	3/28/2008	4/30/2008	\$1,600	Reference: Georgia Severe Storms And Tornadoes (1750DR). Provide laborer services for Joint Field Office set up at Tucker, GA.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
617	INTERSTATE POWER AND LIGHT COMPANY	9/5/2008	9/30/2008	\$1,600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Electricity eight (8) pads at The Lazy K MHP. Awardee was a local vendor.	UTILITIES FAR 41.2
618	ALUTIQ GLOBAL SOLUTIONS LLC	8/11/2008	8/1/2008	\$1,591	Reference: New York Severe Storms, Flooding, And Tornado (1724DR). Provide transportation services.	AUTHORIZED BY STATUTE - 8(A)
619	UNITED RENTALS, INC.	9/8/2008	9/15/2008	\$1,589	Reference: Louisiana Hurricane Gustav (1786DR). Rental of light towers at NLSA Red Team staging area - Ester Field, Camp Beauregard - in support of Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY
620	STAPLES, INC.	9/23/2008	9/30/2008	\$1,523	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Provide office products for the Joint Field Office and DRC employees responding to the Nebraska disaster.	FOLLOW-ON CONTRACT
621	CLARENDON HOUSING AUTHORITY	4/23/2008	5/2/2008	\$1,500	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Lease of executive hall for use as a Disaster Recovery Center in Clarendon, AR.	ONLY ONE SOURCE - OTHER
622	COPY LINK INC	1/25/2008	3/31/2008	\$1,500	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide rental of high speed copier and fax machines in support of CA disaster operations.	MICRO PURCHASE THRESHOLD
623	COURTYARD BY MARRIOTT II LP	2/26/2008	3/7/2008	\$1,500	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of conference rooms for use as training classrooms for Joint Field Office supporting CA disaster.	UNUSUAL AND COMPELLING URGENCY
624	HAMMER/LIPSHUTZ HOSPITALITY, LLC	7/25/2008	7/26/2008	\$1,500	Reference: DRF-Surge-Disast Suprt Acris-Pre-Declare/Mobilizin (7220SU). Conference room rental for USR.	UNUSUAL AND COMPELLING URGENCY
625	IRON MOUNTAIN INC	7/25/2008	9/30/2008	\$1,500	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Provide shredding services for the MI Joint Field Office.	MICRO PURCHASE THRESHOLD
626	MARTIN LEMOYNE DUNN	4/30/2008	4/30/2008	\$1,500	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide mobile home transportation services in response to disaster.	MICRO PURCHASE THRESHOLD
627	SHRED RIGHT	7/28/2008	9/30/2008	\$1,500	Reference: Minnesota Severe Storms And Flooding (1772DR). Provide shredding services for the MN Joint Field Office.	MICRO PURCHASE THRESHOLD
628	PAT PHILLIPS ELECTRIC COMPANY, INC	7/8/2008	7/7/2008	\$1,498	Reference: Louisiana Hurricane Katrina (1693DR). Provide electrical repair services at FEMA D-Mort site in Carville, LA supporting Hurricane Katrina recovery efforts. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
629	KEPNER BUILDING LLC.	2/7/2008	9/30/2008	\$1,440	Reference: Indiana Severe Storms And Flooding (1740DR). Repair current alarm system to allow FEMA entry at the Joint Field Office located at La Porte, IN.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
630	VANDYKE SOFTWARE INC.	4/16/2008	7/10/2009	\$1,432	Reference: DRF-Total Asset Visibility System (TAV) (4325RD). Provide software licenses maintenance.	MICRO PURCHASE THRESHOLD	MICRO PURCHASE THRESHOLD
631	CRAWFORD COUNTY	5/20/2008	6/7/2008	\$1,425	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to compensate vendor for utilities, janitorial, locksmith and other services connected with providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)	SIMPLIFIED ACQUISITION (SAPS)
632	KEPNER BUILDING LLC.	2/15/2008	9/30/2008	\$1,400	Reference: Indiana Severe Storms And Flooding (1740DR). Provide housekeeping services - Kerner building.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
633	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	9/24/2008	10/23/2008	\$1,399	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of cargo van in support of the Cedar Falls Area Field Office operations.	SIMPLIFIED ACQUISITION (SAPS)	SIMPLIFIED ACQUISITION (SAPS)
634	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	8/18/2008	9/24/2008	\$1,399	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of cargo van in support of the Cedar Falls Area Field Office operations.	SIMPLIFIED ACQUISITION (SAPS)	SIMPLIFIED ACQUISITION (SAPS)
635	CANON U.S.A., INC.	6/10/2008	7/9/2008	\$1,392	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide accessories for two canon copiers in support of CA disaster operations.	MICRO PURCHASE THRESHOLD	MICRO PURCHASE THRESHOLD
636	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	7/25/2008	8/25/2008	\$1,386	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of cargo van in support of the Cedar Falls Area Field Office operations.	SIMPLIFIED ACQUISITION (SAPS)	SIMPLIFIED ACQUISITION (SAPS)
637	TRIPLETT OFFICE ESSENTIALS CORPORATION	8/21/2008	8/14/2008	\$1,370	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
638	PARK VILLAGE	8/6/2008	11/5/2008	\$1,325	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Unit pad lease for DHQPS.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
639	TARRANT COUNTY ASSOCIATION FOR THE BLIND INC.	1/3/2008	1/4/2008	\$1,286	Reference: Maine Severe Storms And Inland And Coastal Flooding (1693DR). Provide skid containing four (4) Joint Field Office administrative kits.	DIRECTED TO JWOD NONPROFIT AGENCY	DIRECTED TO JWOD NONPROFIT AGENCY
640	DEAF SERVICES CENTER	9/30/2008	9/23/2008	\$1,260	Reference: Louisiana Hurricane Gustav (1786DR). Provide sign language interpreter for daily press briefings for Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
641	WILLIAMS SCOTSMAN INC.	5/21/2008	12/15/2008	\$1,256	Reference: Mississippi Hurricane Katrina (1604DR). Rental of 49 x 14 office trailer to be used as a mailroom.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
642	UNITED RENTALS, INC.	5/29/2008	6/23/2008	\$1,206	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1756DR). Rental of fork lift for OK operations.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY
643	CITY OF BILOXI	8/28/2008	12/5/2008	\$1,200	Reference: Mississippi Hurricane Katrina (1604DR). Provide municipal water services for Hurricane Katrina victims. Awarded was a local vendor.	UTILITIES FAR 41.2	UTILITIES FAR 41.2
644	COFFEYVILLE, CITY OF	2/12/2008	2/29/2008	\$1,200	Reference: Kansas Severe Storms and Flooding (1711DR). GSA lease of airport property in City of Coffeyville, KS in support of KS disaster.	UNUSUAL AND COMPELLING URGENCY	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAYEE LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
645	COUNTY OF HARRISON	8/28/2008	12/31/2008	\$1,200	Reference: Mississippi Hurricane Katrina (1604DR). Provide sewage collection and treatment utility services for FEMA group site located on Canal Road in Gulfport, MS. Awardee was a local vendor.	UTILITIES FAR 41.2
646	EASTERN IOWA LIGHT & POWER COOPERATIVE, INC.	8/15/2008	9/30/2008	\$1,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize mobile home lots at Louisa. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
647	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC.	9/14/2008	10/14/2008	\$1,200	Reference: Florida Tropical Storm Fay (1785DR). Rental of SUV, PC holders for use in purchasing items required at the Joint Field Office in FL.	MICRO PURCHASE THRESHOLD
648	FIRST UNITED METHODIST CHURCH	6/4/2008	6/13/2008	\$1,200	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AK.	SIMPLIFIED ACQUISITION (SAPS)
649	LAKE BUSINESS PRODUCTS INC	5/10/2008	9/30/2008	\$1,200	Reference: Ohio Record Snow And Near Record Snow (3286EM). Provide copiers for the Disaster Recovery Center in support of OH emergency declaration.	UNUSUAL AND COMPELLING URGENCY
650	OFFICE SPECIALISTS, L.L.C.	9/22/2008	9/30/2008	\$1,200	Reference: Illinois Severe Storms And Flooding (1771DR). Provide office copier rental for processing center supporting IL disaster.	MICRO PURCHASE THRESHOLD
651	WALTZ BUSINESS SYSTEMS INC	5/15/2008	9/30/2008	\$1,200	Reference: Ohio Record Snow And Near Record Snow (3286EM). Provide one high speed copier with collating abilities.	MICRO PURCHASE THRESHOLD
652	FEDERAL MAINTENANCE, INC.	3/20/2008	5/8/2008	\$1,175	Reference: Hawaii Severe Storms, High Surf, Flooding, And Mudslides (1743DR). Provide janitorial services at the Hawaii Joint Field Office in support of HI disaster operations.	MICRO PURCHASE THRESHOLD
653	WHITE GLOVE MOVERS LLC	8/16/2008	8/19/2008	\$1,170	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide furniture moving services to storage facility in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
654	COPY LINK INC	2/26/2008	4/30/2008	\$1,150	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of high speed copier and fax machines.	MICRO PURCHASE THRESHOLD
655	T WALL PROPERTIES	7/18/2008	9/30/2008	\$1,134	Reference: Wisconsin Severe Storms, Tornadoes, And Flooding (1768DR). Provide lease of office space.	SIMPLIFIED ACQUISITION (SAPS)
656	PHOENIX TEXTILE CORPORATION	3/26/2008	4/1/2008	\$1,063	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide blankets, sheet sets and pillows for mobile home living kits.	MICRO PURCHASE THRESHOLD
657	CITY OF OZARK	4/23/2008	5/2/2008	\$1,050	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Lease of facility in Ozark, AR for Disaster Recovery Center.	ONLY ONE SOURCE - OTHER
658	UNITED RENTALS, INC.	5/29/2008	6/30/2008	\$1,043	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1756DR). Rental of fork lift for OK operations.	UNUSUAL AND COMPELLING URGENCY
659	WHITE GLOVE MOVERS, LLC	8/9/2008	8/11/2008	\$1,043	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide furniture moving services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD PLATES						REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT		
660	CLAYTON ELECTRIC INC.	6/6/2008	6/30/2008	\$1,032	Reference: DRE-EHU Storg&Transpatti (4521RD). Provide electrical lighting items.	MICRO PURCHASE THRESHOLD	
661	BOYERKANSAS INC	1/16/2008	9/30/2008	\$1,000	Reference: Kansas Severe Winter Storms (3282EM). Provide training services at the Topoka Joint Field Office in support of KS emergency declaration.	ONLY ONE SOURCE - OTHER	
662	COURTYARD BY MARRIOTT LLP	1/23/2008	2/8/2008	\$1,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1751DR). Rental of conference rooms for use as training classrooms for Joint Field Office.	UNUSUAL AND COMPELLING URGENCY	
663	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE INC	1/8/2008	1/25/2008	\$1,000	Reference: Louisiana Hurricane Katrina (1603DR). Modification to provide training services on vendor's proprietary software, argis server. Vendor is the only purveyor of training.	ONLY ONE SOURCE - OTHER	
664	PENSKE TRUCK LEASING CO., L.P.	6/24/2008	7/22/2008	\$1,000	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Rental of cargo van to support the Disaster Recovery Centers responding to NE disaster.	ONLY ONE SOURCE - OTHER	
665	PUBLIC SERVICE ELECTRIC & GAS COMPANY	9/11/2008	12/31/2008	\$1,000	Reference: New York Severe Storms, Flooding, And Tornado (1724DR). Provide electric utility services.	UTILITIES FAR 41.2	
666	SERVICE OFFICE SUPPLY	7/24/2008	7/9/2008	\$1,000	Reference: Kansas Severe Storms And Flooding (1711DR). Provide copier machines for the Area Field Office in Independence, KS.	UNUSUAL AND COMPELLING URGENCY	
667	SUMMIT BUSINESS SYSTEMS, INC	5/27/2008	7/31/2008	\$1,000	Reference: Oklahoma Severe Storms, Tornadoes, And Flooding (1756DR). Rental of copy machine to support OK disaster operations.	UNUSUAL AND COMPELLING URGENCY	
668	UNITED RENTALS, INC.	2/27/2008	6/30/2008	\$1,000	Reference: Kentucky Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1746DR). Rental of forklift to assist with the set-up of the Joint Field Office in Lexington, KY.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER	
669	VIRGIN ISLAND WATER & POWER AUTHORITY	4/11/2008	9/30/2008	\$1,000	Reference: Virgin Islands Tropical Storm Jeanne (1567DR). Provide electric utility services for Bunkie, St. Thomas.	UTILITIES FAR 41.2	
670	CRAWFORD COUNTY	6/23/2008	6/7/2008	\$950	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to compensate vendor for utilities, janitorial, locksmith and other services connected with providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)	
671	M&E INVESTMENTS	3/28/2008	4/1/2008	\$938	Reference: Tennessee Severe Storms, Tornadoes, Straight-Line Winds, And Flooding (1745DR). Provide conference room space.	UNUSUAL AND COMPELLING URGENCY	
672	KOORSEN FIRE & SECURITY, INC	9/25/2008	10/31/2008	\$925	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Activate, maintain and monitor alarm system on 2 PA centers.	UNIQUE SOURCE	
673	RIVER PARISH DISPOSAL, INC.	9/9/2008	9/12/2008	\$925	Reference: DRE Surge Disaster Suprt Accts-Pre-Declared Mobilize (7228SU). Provide dumpsters for special medical need Gustav evacuees. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY	
674	KONKEN ELECTRIC, INC.	9/2/2008	9/30/2008	\$915	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1760DR). Run electrical power cable to two guard shack at the Greyhound Race Track Staging Area in Waterloo, IA.	MICRO PURCHASE THRESHOLD	

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
675	COURTYARD BY MARRIOTT ILLP	7/9/2008	3/7/2008	\$900	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of conference rooms for use as training classrooms for the Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
676	COURTYARD BY MARRIOTT ILLP	2/29/2008	3/31/2008	\$900	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces at the Marriott in Pasadena, CA for employees responding to CA disaster.	UNUSUAL AND COMPELLING URGENCY
677	PENSKE TRUCK LEASING CORPORATION	2/29/2008	1/14/2008	\$900	Reference: Mississippi Hurricane Katrina (1604DR). Rental of four box trucks for the MS Transitional Recovery Office.	UNUSUAL AND COMPELLING URGENCY
678	UNITED RENTALS, INC.	9/10/2008	11/2/2008	\$862	Reference: Louisiana Hurricane Gustav (1786DR). Rental of light towers at NLSA Red Team staging area - Ester Field, Camp Beauregard - in support of Hurricane Gustav.	UNUSUAL AND COMPELLING URGENCY
679	COURTYARD BY MARRIOTT ILLP	1/16/2008	12/5/2008	\$850	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of conference rooms for use as training classrooms for Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
680	W W GRAINGER, INC	8/4/2008	9/30/2008	\$848	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide various items for Americorps M.A. such as safety shoes, knee boots, etc.	MICRO PURCHASE THRESHOLD
681	TECHNOLOGY ORGANOZATION I	1/30/2008	3/31/2008	\$840	Reference: DRP - Hazard Mitigation Grant Program & Environment (4330AD). Tuition payment for historic architecture conference.	MICRO PURCHASE THRESHOLD
682	3-N-1 OFFICE PRODUCTS INC	4/8/2008	9/30/2008	\$834	Reference: DRP-EHU Storage&Transprtn (4521RD). Rental of copier for their period from April through September 2008.	MICRO PURCHASE THRESHOLD
683	LIDDLE'S ECOWATER SYSTEM	9/11/2008	12/31/2008	\$833	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide water service for the Area Field Office supporting IA disaster operations in Cedar Falls.	UNUSUAL AND COMPELLING URGENCY
684	FEDERAL CENTER OFFICE ASSOCIATES LLC	9/12/2008	10/31/2008	\$820	Reference: Louisiana Hurricane Gustav (1786DR). Provide 24 hour emergency power in support of FEMA operations.	UNUSUAL AND COMPELLING URGENCY
685	PACIFIC MOBILE STRUCTURES, INC.	3/7/2008	5/6/2008	\$820	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Rental of guard shack.	MICRO PURCHASE THRESHOLD
686	INTERSTATE POWER AND LIGHT COMPANY	9/5/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize unit pads at The Morning Sun. Awardee was a local vendor.	UTILITIES FAR 41.2
687	INTERSTATE POWER AND LIGHT COMPANY	8/23/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 4 Irs at The Sunset Village MHP. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
688	INTERSTATE POWER AND LIGHT COMPANY	8/18/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize power for four (4) mobile home Irs in support of IA disaster operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
689	MIDAMERICAN ENERGY COMPANY	8/20/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 4 Irs at The Country Terrace. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAY FEES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
690	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR RAPIDS, IOWA	9/5/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide utility services to power four (4) pads at District MHP.	UTILITIES FAR 41.2
691	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR RAPIDS, IOWA	8/28/2008	9/30/2008	\$800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize lots in support of IA disaster relief efforts. Awarded was a local vendor.	UNUSUAL AND COMPELLING URGENCY
692	LINCOLN LAND COMMUNITY COLLEGE	9/18/2008	9/30/2008	\$780	Reference: Illinois Severe Storms And Flooding (1771DR). Provide training on Adobe In-Design CS3 Basic for 6 Region V DAs.	MICRO PURCHASE THRESHOLD
693	BARTON SCHOOL	6/11/2008	6/30/2008	\$770	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
694	ARKANSAS DOCUMENT SOLUTIONS, INC.	4/9/2008	4/30/2008	\$750	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Rental of copier/fax machine for one month at Pocalonitas, AR Disaster Recovery Center.	ONLY ONE SOURCE - OTHER
695	ARKANSAS DOCUMENT SOLUTIONS, INC.	4/7/2008	4/30/2008	\$750	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Rental of copier/fax machine for the Disaster recovery Center in Baxter County for 24 days in response to AR disaster.	ONLY ONE SOURCE - OTHER
696	CONSUMER CREDIT COUNSELING SERVICE	4/28/2008	6/30/2008	\$750	Reference: Mississippi Hurricane Katrina (1604DR). Provide expert in credit counseling for career transitional workshop.	MICRO PURCHASE THRESHOLD
697	KEPNER BUILDING LLC.	3/18/2008	9/30/2008	\$750	Reference: Indiana Severe Storms And Flooding (1740DR). Reprogram current alarm system to allow FEMA entry at the Joint Field Office located at Lafayette, IN.	UNUSUAL AND COMPELLING URGENCY
698	VERIZON FEDERAL INC	9/29/2008	1/31/2009	\$730	Reference: Mississippi Hurricane Gustav (3391EM). Bridge for telecom services.	UNUSUAL AND COMPELLING URGENCY
699	KEPNER BUILDING LLC.	4/1/2008	9/30/2008	\$725	Reference: Indiana Severe Storms And Flooding (1740DR). Reprogram current alarm system at the Joint Field Office (JFO) to allow FEMA entry and provide key lock changes and re-key to 9 doors in the JFO.	MICRO PURCHASE THRESHOLD
700	VIRGIN ISLAND WATER & POWER AUTHORITY	9/22/2008	9/30/2008	\$700	Reference: Virgin Islands Tropical Storm Jeanne (1567DR). Provide electric utility services for bunker.	UTILITIES FAR 41.2
701	BRADY WORLDWIDE, INC	4/28/2008	4/28/2008	\$652	Reference: Louisiana Hurricane Rita (1607DR). Ratification for the acquisition of self adhesive temporary badges at the Lake Charles Area Field Office.	MICRO PURCHASE THRESHOLD
702	EXECUTIVE PROPERTY SERVICES, LLC.	9/10/2008	8/5/2008	\$649	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide labor & materials to make connections to FEMA 911 Trailer. Awarded was a local vendor.	UNUSUAL AND COMPELLING URGENCY
703	KONKEN ELECTRIC INC.	9/29/2008	9/30/2008	\$646	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Re-electrical power cable to guard shack at the Greyhound Race Track Staging Area in Waterloo, IA.	MICRO PURCHASE THRESHOLD
704	CHRIS JENNINGS	8/14/2008	8/14/2008	\$625	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide CPR-First Aid training.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCEEDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
705	HOLIDAY INN CAPITOL	3/27/2008	3/31/2008	\$603	Reference: DRF-Surge-Disaster Support Across-Pre-Declare/Mobilize (7220SU). Payment of hotel lodging in support of the NECC staff during the satellite re-entry incident.	ONLY ONE SOURCE - OTHER
706	COURTYARD BY MARRIOTT I LP	4/4/2008	4/30/2008	\$600	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel at the Pasadena Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
707	INTERSTATE POWER AND LIGHT COMPANY	8/19/2008	9/30/2008	\$600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 3 pads at West Park MHP. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
708	MIDAMERICAN ENERGY COMPANY	8/20/2008	9/30/2008	\$600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 3 lots at The Prairie View MHP. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
709	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR RAPIDS, IOWA	8/28/2008	9/30/2008	\$600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 3 lots in support of IA disaster relief efforts. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
710	PRATT AIRPORT AUTHORITY	1/8/2008	1/8/2008	\$600	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). GSA lease for 14 acres of land in support of KS disaster relief operations.	FOLLOW-ON CONTRACT
711	WIERZBICKI AND STEPHENSON	3/21/2008	4/14/2008	\$600	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide court reporting services.	ONLY ONE SOURCE - OTHER
712	WILLIAMS SCOTSMAN, INC.	1/9/2008	12/31/2007	\$567	Reference: Mississippi Hurricane Katrina (1604DR). Provide monthly lease of office trailers to provide immediate shelter for victims displaced by Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
713	QUALITY MINI STORAGE	3/19/2008	9/30/2008	\$520	Reference: Kansas Severe Storms And Flooding (1711DR). Rental of one mini storage unit.	UNIQUE SOURCE
714	ALARM CENTER, INC	1/29/2008	9/30/2008	\$500	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide labor, equipment, tools and transportation necessary to monitor the security alarm system at the Disaster Processing Center (Annex) in Bohall, WA.	MICRO PURCHASE THRESHOLD
715	CHICAGOLAND TRUCK RENTAL	9/19/2008	9/30/2008	\$500	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide 24' van rental for at least 75 days in support of IN disaster operations.	UNUSUAL AND COMPELLING URGENCY
716	CIVIC AUDITORIUM COMPLEX COMM.	6/16/2008	6/26/2008	\$500	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
717	COURTYARD BY MARRIOTT I LP	1/29/2008	2/9/2008	\$500	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Rental of conference room for use as training classrooms for Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
718	COUSHATA ALLIANCE	1/2/2008	11/21/2007	\$500	Reference: Louisiana Hurricane Katrina (1603DR). Provide dance demonstration and frybread sample for the Office of Equal Rights special observance program, Native American Heritage month.	MICRO PURCHASE THRESHOLD

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
719	JUDICIAL EXPENSE FUND/INFORMATION TECHNOLOGY CENTER	2/4/2008	2/29/2008	\$500	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide annual subscription services for online records.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
720	PENSKE TRUCK LEASING CO, L P	9/1/2008	9/10/2008	\$475	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Action provides funding to pay for late invoice on a closed out declaration for Penske rental.	FOLLOW-ON CONTRACT
721	WHITE GLOVE MOVERS LLC	8/30/2008	9/30/2008	\$473	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
722	PHOENIX TEXTILE CORPORATION	4/18/2008	4/18/2008	\$461	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide blankets, sheet sets and pillows for mobile home living kits.	MICRO PURCHASE THRESHOLD
723	FACES OF CULTURE	4/1/2008	4/4/2008	\$450	Reference: Louisiana Hurricane Katrina (1603DR). Provide Mardi Gras Indian performance for African American history month.	MICRO PURCHASE THRESHOLD
724	SPRINGFIELD, CITY OF	8/15/2008	10/31/2008	\$450	Reference: Illinois Severe Storms And Flooding (1771DR). Provide electric utility services at the staging area supporting IL disaster.	UTILITIES FAR 41.2
725	GOVPLACE	9/17/2008	9/18/2008	\$439	Reference: Florida Tropical Storm Fay (1785DR). Provide USB cables for use with printers for IA & PA supporting FL disaster.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
726	NATIONWIDE TRAVEL GUIDES INC.	6/11/2008	6/26/2008	\$420	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
727	ALARM CENTER, INC	9/12/2008	9/30/2008	\$419	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide alarm monitoring services.	MICRO PURCHASE THRESHOLD
728	FOX RIVER GRAPHICS, INC	4/1/2008	3/27/2008	\$408	Reference: DRF-Automated Inventory Control Activities (LIMS LI) (4540AD). Provide 1 NEC MT 1065 replacement lamp to be delivered to Blument, VA.	SIMPLIFIED ACQUISITION (SAPS)
729	ALABAMA ASSOCIATION OF EMERGENCY MANAGERS	5/27/2008	5/23/2008	\$400	Reference: DRF-FEMA Office For Gulf Coast Recovery (7491KA). Conference registration for the 2008 Alabama/Mississippi Hurricane Conference.	ONLY ONE SOURCE - OTHER
730	INTERSTATE POWER AND LIGHT COMPANY	9/16/2008	9/30/2008	\$400	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize unit pads at The Morning Sun. Awardee was a local vendor.	UTILITIES FAR 41.2
731	INTERSTATE POWER AND LIGHT COMPANY	8/19/2008	9/30/2008	\$400	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize 2 pads at Pawa Trailer Park. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
732	ADVISORY COUNCIL ON HISTORIC PRESERVATION	2/5/2008	6/30/2008	\$395	Reference: DRF - Hazard Mitigation Grant Program (4330AD). Provide ACHP Conference/Registration.	ONLY ONE SOURCE - OTHER

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAY LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
733	WASTE MANAGEMENT INC	8/12/2008	11/12/2008	\$384	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide three months of dumpster rental weekly services. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD
734	GAGE COUNTY AGRICULTURE SOCIETY	6/27/2008	7/1/2008	\$375	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Payment of rent for the Disaster Recovery Center in Gage County, NE.	ONLY ONE SOURCE - OTHER
735	GARLAND COUNTY FAIR & LIVESTOCK ASSOC.	6/11/2008	5/23/2008	\$375	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
736	JAMES A MOUNGHER, PLC	5/6/2008	5/6/2008	\$375	Reference: Louisiana Hurricane Katrina (1603DR). Provide title abstract on property in New Orleans Parish to determine ownership of property to resolve dispute regarding placement of structures put in place by FEMA.	MICRO PURCHASE THRESHOLD
737	MORRILTON FIRE DEPT.	6/9/2008	6/13/2008	\$375	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
738	PETTIT JEAN COUNTRY HEADLIGHT	3/5/2008	3/31/2008	\$370	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide newspaper advertisement in response to a legal requirement for public notice for Presidentially declared AR disaster.	MICRO PURCHASE THRESHOLD
739	COURTYARD BY MARRIOTT II LP	6/10/2008	4/30/2008	\$360	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel at the Pasadena Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
740	FISER INC.	6/4/2008	6/7/2008	\$350	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
741	JUST RIGHT BAND	5/22/2008	2/20/2008	\$350	Reference: Louisiana Hurricane Katrina (1603DR). Provide performance for African American Arts & Music Celebration.	MICRO PURCHASE THRESHOLD
742	TOWN OF DAMASCUS	6/4/2008	6/16/2008	\$325	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)
743	WHITE GLOVE MOVERS, LLC	8/15/2008	8/17/2008	\$315	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
744	COUSHATA ALLIANCE	2/19/2008	1/14/2007	\$300	Reference: Louisiana Hurricane Rita (1607DR). Provide dance demonstration and rybread sample for the Office of Equal Rights Special observance program, Native American Heritage month.	MICRO PURCHASE THRESHOLD
745	BELLOWSHIP BIBLE CHURCH	5/15/2008	5/10/2008	\$300	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Purchase order to provide compensation for utilities, janitorial and other services connected with vendor providing space for the Disaster Recovery Center in AR.	SIMPLIFIED ACQUISITION (SAPS)

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES					REASON NOT COMPETED	
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	
746	PACER SERVICE CENTER	8/26/2008	8/26/2009	\$300	Reference: Louisiana Hurricane Katrina (1603DR). Provide public access to court electronic records "PACER" to provide for on-line access to case and docket information from Federal courts for chief counsel in support of Hurricane Katrina.	SIMPLIFIED ACQUISITION (SAPS)
747	SECURITY CONTRACTOR SERVICES INC	2/12/2008	4/30/2008	\$270	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide and install temporary security fence for Federal Operations Saging Area.	UNUSUAL AND COMPELLING URGENCY
748	LCP ENTERPRISES	6/17/2008	6/28/2008	\$260	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities connected with vendor providing space for the Disaster Recovery Center at Greers Ferry, AK.	SIMPLIFIED ACQUISITION (SAPS)
749	SCHMITT TELECOM PARTNERS, INC.	8/1/2008	8/1/2008	\$259	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Re-Route and modify Waverly High School telephones.	UNUSUAL AND COMPELLING URGENCY
750	CITY OF PURVIS WATER DEPARTMENT	9/29/2008	12/31/2008	\$250	Reference: DRP-Emergency Housing Units-Purvis, Ms (4525EH). Provide water utility services.	UTILITIES FAR 41.2
751	LOUISIANA MUNICIPAL ASSOCIATION	7/18/2008	8/8/2008	\$250	Reference: Louisiana Hurricane Katrina (1603DR). Rental of booth for convention. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD
752	TRANSPORTATION, MARYLAND DEPARTMENT OF	5/29/2008	6/27/2008	\$250	Reference: DRP-EHU Storage&Transport (4521RD). Provide permit fee for hauling trailers.	ONLY ONE SOURCE - OTHER
753	WHITE GLOVE MOVERS LLC	8/21/2008	9/30/2008	\$250	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
754	CITY OF BILOXI	2/1/2008	2/22/2008	\$225	Reference: Mississippi Hurricane Katrina (1604DR). Rental of multi-purpose room at Donald Snyder Community Center for African American Heritage month. Awardee was a local vendor.	MICRO PURCHASE THRESHOLD
755	DIGITAL RESOURCE INC	4/16/2008	4/16/2008	\$225	Reference: Louisiana Hurricane Katrina (1603DR). Ratification for the servicing of five (5) plotters located at the Louisiana Transitional Recovery Office.	MICRO PURCHASE THRESHOLD
756	JADE MEDIA, INC.	3/5/2008	3/31/2008	\$204	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide newspaper advertisement in response to a legal requirement for public notice for Presidentially declared AR disaster.	MICRO PURCHASE THRESHOLD
757	ALARM CENTER, INC	4/3/2008	9/30/2008	\$200	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide alarm monitoring services at the annex.	MICRO PURCHASE THRESHOLD
758	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR RAPIDS, IOWA	9/8/2008	9/30/2008	\$200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Energize lots in support of IA disaster relief efforts. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
759	UNIVERSITY OF NORTHERN IOWA	8/7/2008	8/31/2008	\$200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide space needed for training to accommodate 40 personnel.	UNUSUAL AND COMPELLING URGENCY

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAID FEES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
760	RAY LUSK PLUMBING	4/14/2008	4/14/2008	\$180	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Provide plumbing services at the Joint Field Office - supply trailers and urinals.	MICRO PURCHASE THRESHOLD
761	CR HOMES	9/10/2008	9/30/2008	\$180	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide labor and materials for the anchoring and removal of anchors of FEMA communications trailer. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
762	MADISON LIGHT CHURCH	6/2/2008	5/16/2008	\$175	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Provide utilities and janitorial services for the Disaster Recovery Center in AR.	MICRO PURCHASE THRESHOLD
763	WAHIAKUM COUNTY EAGLE, INC.	1/21/2008	2/6/2008	\$162	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide public notice ad in support of WA disaster operations.	MICRO PURCHASE THRESHOLD
764	MERIT PARKING COMPANY, LTD.	9/30/2008	9/30/2008	\$160	Reference: Louisiana Hurricane Katrina (1603DR). Provide parking cards for Poydras Parking for Hurricane Katrina employees.	MICRO PURCHASE THRESHOLD
765	HOME DEPOT U.S.A., INC.	6/25/2008	6/25/2008	\$154	Reference: Nebraska Severe Storms, Tornadoes, And Flooding (1770DR). Provide janitorial supplies required to open and maintain the Disaster Recovery Center location.	ONLY ONE SOURCE - OTHER
766	PEARL RIVER VALLEY ELECTRIC POWER ASSOCIATION	7/1/2008	12/19/2008	\$150	Reference: Mississippi Hurricane Katrina (1604DR). Provide installation and electric utility service for security lighting at the Columbia staging area. Awardee was a local vendor.	UTILITIES FAR 41.2
767	LCP ENTERPRISES	6/4/2008	6/26/2008	\$140	Reference: Arkansas Severe Storms, Flooding, And Tornadoes (1758DR). Purchase order to provide compensation for utilities connected with vendor providing space for the Disaster Recovery Center at Greers Ferry, AR.	SIMPLIFIED ACQUISITION (SAPS)
768	WHITE GLOVE MOVERS LLC.	8/6/2008	8/5/2008	\$135	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
769	ALARM CENTER, INC	3/4/2008	5/30/2008	\$125	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide alarm monitoring at the Joint Field Office.	MICRO PURCHASE THRESHOLD
770	COURTYARD BY MARRIOTT LLP	5/20/2008	4/30/2008	\$120	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide parking spaces for FEMA personnel at the Pasadena Joint Field Office.	UNUSUAL AND COMPELLING URGENCY
771	XEROX CORPORATION	9/30/2008	9/30/2008	\$113	Reference: Puerto Rico Severe Storms, Flooding, Landslides, And Mudslides (1613DR). Provide maintenance on FEMA-owned copiers.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
772	CITY OF MELBOURNE	4/18/2008	4/26/2008	\$100	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Rental of the City of Melbourne's Community Center for use as a Disaster Recovery Center in response to AR disaster.	ONLY ONE SOURCE - OTHER
773	J. R. FOOLE COMPANIES, LLC	4/22/2008	4/22/2008	\$99	Reference: Louisiana Hurricane Katrina (1603DR). Ratification for the servicing of one (1) plotter at the New Orleans, Louisiana Transitional Recovery Office.	MICRO PURCHASE THRESHOLD

Q2-Q4 FY 2008 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
774	WHITE GLOVE MOVERS LLC.	8/4/2008	8/5/2008	\$90	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE -
775	CR HOMES	9/29/2008	9/30/2008	\$80	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide labor and materials for the anchoring and removal of anchors of FEMA communications trailer. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
776	PACIFIC MOBILE STRUCTURES, INC.	3/19/2008	5/6/2008	\$76	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Rental of guard shack.	MICRO PURCHASE THRESHOLD
777	ARKANSAS DOCUMENT SOLUTIONS, INC.	5/15/2008	4/30/2008	\$74	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1751DR). Rental of copier/fax for one month at the Disaster Recovery Center in Pocahontas, AR.	ONLY ONE SOURCE - OTHER
778	WHITE GLOVE MOVERS LLC.	8/6/2008	8/5/2008	\$68	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide moving/storage services in support of IA disaster operations. Awardee was a local vendor.	AUTHORIZED BY STATUTE
779	TRIPLETT OFFICE ESSENTIALS CORPORATION	8/7/2008	12/31/2008	\$66	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies to the Joint Field Office in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
780	JACOBUS QUICK FUEL.	1/25/2008	2/29/2008	\$62	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Modification to provide funds for final payment of diesel fuel needed in support of FL disaster.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
781	GEORGE & DEBORAH NUCKOLLS LLC	5/7/2008	5/7/2008	\$60	Reference: DRF-EHU Storg&Trnsprt (4521RD). Ratification for cancelled purchase card procurement of office supplies.	MICRO PURCHASE THRESHOLD
782	SUPERIOR LINEN SERVICE CO	9/25/2008	9/30/2008	\$24	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide linen services.	MICRO PURCHASE THRESHOLD
783	KONKEN ELECTRIC INC.	9/5/2008	9/30/2008	\$3	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Run electrical power cable to two guard shacks at the Greyhound Race Track Staging Area in Waterloo, IA.	MICRO PURCHASE THRESHOLD

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
784	AIRPORT RD MOBILE HOME PARK	7/15/2008	9/30/2008	\$764,111	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
785	MARY ANN TRAILER PARK	1/11/2008	6/29/2008	\$588,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
786	AIRPORT RD MOBILE HOME PARK	1/18/2008	6/19/2008	\$585,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
787	MYRTLE GROVE PROPERTY, INC.	1/18/2008	6/8/2008	\$483,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
788	SMITH & HENDRYX PARTNERSHIP	2/25/2008	8/31/2009	\$403,200	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide commercial pad lease for twenty-one sites.	ONLY ONE SOURCE - OTHER
789	PARC D'ORLEANS, INC	1/17/2008	6/30/2008	\$324,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
790	FRANK MANGANO	5/29/2008	9/30/2008	\$314,873	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
791	BORDELON COOPERATIVES INC.	6/7/2008	9/30/2008	\$312,410	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
792	CHIPMAN CONSTRUCTION INC	4/29/2008	8/31/2008	\$307,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
793	MARDI GRAS RV PARK & MOTEL	1/7/2008	7/5/2008	\$289,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
794	VIOLETS IN EAST LLC	4/21/2008	9/26/2008	\$238,838	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
795	MARY D. LICCARDI	9/29/2008	3/31/2009	\$226,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
796	BUD'S MOBILE HOMES INC	8/15/2008	3/31/2009	\$224,539	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
797	MARY ANN TRAILER PARK	6/8/2008	9/30/2008	\$222,799	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
798	MARIE LILLIE DUHON	3/5/2008	8/12/2008	\$210,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
799	MYRTLE GROVE PROPERTY, INC.	6/17/2008	9/30/2008	\$208,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
800	FLAMINGO PARK LLC	2/27/2008	8/31/2007	\$203,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
801	OPERATION BAYOU, LLC.	2/5/2008	6/30/2008	\$202,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
802	BAYOU WILDERNESS RV RESORT	2/11/2008	5/8/2008	\$195,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
803	JPG, LLC	5/29/2008	9/28/2008	\$195,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
804	ELVIN C. SIMPSON JR.	1/7/2008	6/14/2008	\$195,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
805	HAPPY ACRES MOBILE HOME PARK	1/15/2008	7/9/2008	\$184,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
806	COUNTRY OAKS MHP	1/8/2008	6/13/2008	\$181,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
807	90 EAST LTD PARTNERSHIP	4/8/2008	9/13/2008	\$175,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
808	PAKENHAM MOBILE HOME PARK	3/4/2008	8/31/2008	\$175,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
809	HOPE WATER AND LIGHT	3/6/2008	3/31/2008	\$175,361	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Provide transformer and underground wiring installation.	ONLY ONE SOURCE - OTHER
810	LINHUBERS TRAILER PARK	2/20/2008	5/19/2008	\$175,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
811	AIRPORT RD MOBILE HOME PARK	5/29/2008	9/30/2008	\$161,766	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
812	SOUTHEAST INVESTMENTS LLC	9/28/2008	3/31/2009	\$158,760	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
813	QUAIL RIDGE LTD PARTNERS	2/14/2008	8/31/2008	\$156,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
814	SHIVAS, LLC	3/5/2008	8/23/2007	\$148,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
815	HENLEYS TRAILER COURT LLC	3/5/2008	8/19/2008	\$140,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
816	RIVERSIDE MOBILE ESTATES LLC	5/8/2008	9/30/2008	\$138,889	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
817	CTP LLC	5/29/2008	8/6/2008	\$132,238	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
818	LINHUBERS TRAILER PARK	6/3/2008	8/19/2008	\$129,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
819	CALHOUN HOLDINGS LP	5/16/2008	8/31/2008	\$124,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
820	THREE OAKS & A PINE, LLC	4/10/2008	8/31/2008	\$123,250	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
821	LAINE LANDRY	5/19/2008	9/30/2008	\$122,850	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
822	GULF COAST RV PARK	2/6/2008	7/16/2008	\$116,760	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
823	ABBAYVILLE COUNTRY ESTATES	2/6/2008	7/4/2008	\$114,240	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
824	CLEARVIEW MOBILE HOME PARK	2/28/2008	7/5/2008	\$111,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
825	TAYLOR TRAILER PARK	2/6/2008	7/30/2008	\$108,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
826	CHASE RV PARK	2/29/2008	8/31/2008	\$106,950	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
827	OMNI INTERNATIONAL SERVICES LLC	3/5/2008	8/31/2008	\$105,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
828	MICHELLE D. WHITFIELD	1/18/2008	8/31/2008	\$101,420	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
829	CYPRESS BEND INVESTMENTS, L.L.C. DBA CYPRESS BEND RV PARK	1/7/2008	6/9/2008	\$98,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
830	SEJ, LLC	5/7/2008	8/31/2008	\$96,000	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
831	HAPPY ACRES MOBILE HOME PARK LLC	9/28/2008	3/31/2009	\$90,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
832	POIRRIER & POIRRIER DEV INC.	5/21/2008	8/18/2008	\$89,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
833	ANDERSEN-WELLS, LLC	3/7/2008	8/31/2008	\$89,356	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
834	NGUYEN, LUAN	3/7/2008	9/12/2008	\$86,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
835	PARC D'ORLEANS, INC	6/11/2008	10/2/2008	\$86,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
836	COUNTRY SIDE MOBILE HOME PARK	4/1/2008	9/30/2008	\$82,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
837	BAYOU MOBILE HOME PARK	5/19/2008	8/31/2008	\$81,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
838	FOX'S BEAUVOIR ROAD RV PARK	2/14/2008	8/31/2008	\$81,750	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
839	MARDI GRAS RV PARK & MOTEL	7/15/2008	9/30/2008	\$81,243	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
840	AIRPORT RD MOBILE HOME PARK	9/28/2008	3/31/2009	\$79,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
841	ELVIN C. SIMPSON JR.	6/11/2008	9/30/2008	\$78,088	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
842	BELLE PLACE ESTATES LLC	3/20/2008	8/12/2008	\$78,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
843	OAK HURST MOBILE ESTATES	9/29/2008	3/31/2009	\$74,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
844	TREASUREWOOD TRAILER PARK & RV	4/2/2008	8/31/2008	\$73,440	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
845	FLAMINGO PARK LLC	9/28/2008	3/31/2009	\$73,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
846	STATE FAIR FROUNDS IN CADD0 PARISH	1/11/2008	5/18/2008	\$72,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
847	BELLE PLACE ESTATES LLC	9/27/2008	3/31/2009	\$72,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
848	HAMMOND FLEA MARKET	1/24/2008	1/31/2008	\$71,020	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
	CAMPGROUND LLC				Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
849	DONALD'S CAMPER VILLAGE	3/5/2008	6/7/2008	\$70,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
850	LICCIARDI TRAILER PARK	1/15/2008	7/12/2008	\$70,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
851	PAKENHAM MOBILE HOME PARK, INC	9/27/2008	3/31/2009	\$70,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
852	PARK PLACE MOBILE HOMES, LLC	3/8/2008	8/31/2008	\$70,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
853	SHILOH PLACE MOBILE HOME PARK	4/30/2008	8/31/2008	\$68,933	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
854	HOMESTEAD TRAILER PARK	4/4/2008	9/17/2008	\$68,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
855	CUPCAKE ACRES	6/15/2008	9/15/2008	\$67,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
856	2 KINGS MOBILE HOME PARK	2/20/2008	8/31/2008	\$67,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
857	DORIS UMPHRIES	5/8/2008	8/31/2008	\$66,560	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
858	DATION LLC	2/25/2008	8/31/2008	\$66,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
859	LINDA LANGFORD	3/5/2008	9/11/2008	\$64,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
860	KEVIN SONNIER	6/7/2008	9/30/2008	\$64,305	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
861	SWEETWATER CAMPGROUNDS RANCH AND RIDING STABLES, LLC	2/2/2008	6/28/2008	\$62,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
862	HENLEY'S TRAILER COURT LLC	9/28/2008	3/31/2009	\$62,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
863	WHEEL ESTATES PROPERTIES, LLC	2/6/2008	7/18/2008	\$62,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
864	ADAM G. NUNEZ	3/5/2008	8/31/2008	\$60,720	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
865	CHRISTIANS TRAILER PARK, LLC	7/1/2008	8/16/2008	\$60,515	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
866	PLANTATION RV RESORT & MOTOR HOME PARK	4/8/2008	9/15/2008	\$59,280	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
867	DORIS UMPHRIES	9/27/2008	3/31/2009	\$58,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
868	SONNIER PARKSIDE VILLAGE	9/28/2008	3/31/2009	\$58,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
869	FRANK MANGANO	5/28/2008	6/1/2008	\$58,275	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Katrina. Awardee was a local vendor.	
870	AZALEA LAND MOBILE HOME PARK, LLC	2/14/2008	8/2/2008	\$57,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
871	QUIET OAKS RV PARK	3/27/2008	8/31/2008	\$57,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
872	CUANDET ROAD MOBILE HOME PARK	8/22/2008	3/31/2009	\$56,858	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
873	CUPCAKE ENTERPRISES LLC	9/28/2008	3/31/2009	\$54,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
874	DREAM COURT MOBILE HOME RESORT LLC	4/2/2008	9/14/2008	\$54,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
875	JPO LLC, HOBART PARDUE, MANAGING PARTNER	9/28/2008	3/31/2009	\$54,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
876	PARC D'ORLEANS, INC	9/30/2008	3/31/2009	\$54,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
877	BAYOU WILDERNESS RV RESORT	5/19/2008	8/8/2008	\$53,475	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
878	HAPPY ACRES MOBILE HOME PARK	6/21/2008	9/30/2008	\$52,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
879	JODY HOAG	4/10/2008	9/13/2008	\$52,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
880	WALKER SOUTH MOBILE HOME PARK,	6/21/2008	6/28/2008	\$51,750	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
	LLC				Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
881	COUNTRY OAKS MHP	6/15/2008	9/30/2008	\$51,627	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
882	RIVER OAK TRAILER PARK	3/27/2008	3/13/2008	\$51,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
883	CHRISTIANS TRAILER PARK, LLC	9/28/2008	3/31/2009	\$50,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
884	CYPRESS MOBILE ESTATES, LLC	3/27/2008	6/11/2008	\$50,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
885	WALKER SOUTH MOBILE HOME PARK LLC	9/30/2008	3/31/2009	\$49,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
886	BOBBY AND DONNA PRUITT	4/8/2008	9/19/2008	\$48,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
887	AIRPORT RD MOBILE HOME PARK	6/19/2008	6/19/2008	\$47,347	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
888	MARY ANN TRAILER PARK	9/30/2008	3/31/2009	\$46,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
889	WEST END RENTALS LLC	1/15/2008	6/19/2008	\$46,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
890	OM BALAJI, L.L.C.	5/15/2008	8/12/2008	\$45,033	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
891	TAMMANY MOBILE HOME PARK LLC	9/28/2008	3/31/2009	\$45,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
892	DEVILLE, CHARLES	5/5/2008	8/25/2008	\$44,460	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
893	DOUBLE K ESTATES	3/20/2008	6/14/2008	\$44,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
894	CHAD GALICIA	4/8/2008	7/31/2008	\$44,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
895	NORTHGATE ESTATES, LLC	5/8/2008	9/13/2008	\$42,578	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
896	DENHAM STREET MOBILE HOME PARK	4/18/2008	8/4/2008	\$42,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
897	PATRICIA MCCLENDON	3/5/2008	8/31/2008	\$42,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
898	SHIVAS, LLC	9/30/2008	3/31/2009	\$42,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
899	LOST BAYOU MOBILE HOME PARK	2/8/2008	8/26/2008	\$41,354	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
900	DONALD'S CAMPER VILLAGE	6/3/2008	9/30/2008	\$40,869	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
901	PERKINS, BETTY W	1/15/2008	6/13/2008	\$39,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
902	LEE AND LEAH, INC	1/25/2008	4/23/2008	\$39,303	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
903	HERITAGE HEIGHTS, LLC	7/15/2008	7/7/2009	\$38,400	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Lease of mobile home pads for DHOPS in IN.	UNUSUAL AND COMPELLING URGENCY
904	CAROLYN GIFFORD	5/16/2008	8/27/2008	\$38,150	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
905	ABBEEVILLE COUNTRY ESTATES	6/28/2008	9/30/2008	\$37,951	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
906	COUNTRY ESTATES MHP	2/14/2008	6/29/2008	\$37,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
907	BAYOU WILDERNESS RV RESORT INC	9/28/2008	3/31/2009	\$37,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
908	FLARES MOBILE HOME PARK	5/16/2008	8/31/2008	\$36,840	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
909	BLAKE CANNON	3/26/2008	9/17/2008	\$36,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
910	DIXIE STORAGE	4/1/2008	9/15/2008	\$36,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
911	LA OROCCA, PROPERTIES	4/2/2008	9/21/2008	\$36,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
912	MERE'S RV AND MHP	1/9/2008	6/18/2008	\$36,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B: NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
913	CHARLES DEVILLE	9/27/2008	3/31/2009	\$35,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
914	CYPRESS MOBILE ESTATES, LLC	7/1/2008	9/30/2008	\$34,880	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
915	GULF COAST RV PARK	9/12/2008	9/30/2008	\$34,285	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
916	OAK PINE MOBILE HOME PARK	4/8/2008	9/24/2008	\$33,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
917	MARDI GRAS R V PARK & MOTEL	9/29/2008	3/31/2009	\$32,550	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
918	CLARENCE HENRY JR.	1/15/2008	5/24/2008	\$32,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
919	OPERATION BAYOU, LLC.	9/30/2008	3/31/2009	\$32,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
920	OPERATION BAYOU, LLC.	6/11/2008	9/30/2008	\$32,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
921	S & S STORAGE, LLC	4/9/2008	9/14/2008	\$32,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
922	LEE AND LEAH, INC	4/16/2008	9/23/2008	\$31,590	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
923	GUIDRY RV PARK	2/6/2008	6/29/2008	\$31,500	Reference: Louisiana	UNUSUAL AND

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	COMPELLING URGENCY
924	GULF LANE TRAILER PARK	2/12/2008	6/13/2006	\$31,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
925	MCCLELLAND'S TRAILER PARK	3/5/2008	8/31/2008	\$31,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
926	E&P DEROCHE TRAILER PARK	2/25/2008	8/12/2008	\$31,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
927	J&K RENTALS	4/4/2008	9/15/2008	\$31,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
928	MARDI GRAS RV PARK & MOTEL	2/14/2008	7/5/2008	\$31,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
929	PETERSON RV PARK	8/27/2008	8/22/2008	\$30,206	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
930	TOMMASI MOBILE VILLAGE	1/26/2008	6/13/2008	\$30,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
931	ABBEVILLE COUNTRY ESTATES, LLC	9/28/2008	3/31/2009	\$29,760	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
932	WILLIAM K. PADGETT	2/1/2008	8/31/2008	\$29,750	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
933	CHALMETTE TRAILER PARK INC	9/28/2008	3/31/2009	\$29,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
934	HEILIG LIMITED PARTNERSHIP	4/10/2008	9/15/2008	\$29,700	vendor. Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
935	TAYLOR TRAILER PARK	9/28/2008	3/31/2009	\$29,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
936	MARIE LILLIE DUHON	8/27/2008	9/30/2008	\$29,496	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
937	OM BALAJI, L.L.C.	9/30/2008	3/31/2009	\$29,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
938	PATRICIA MCCLENDON	9/28/2008	3/31/2009	\$29,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
939	CLEARVIEW MOBILE HOME PARK	6/15/2008	9/30/2008	\$29,325	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
940	GOOCH BACCIGALOPPI	4/7/2008	9/26/2008	\$28,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
941	CYPRESS BEND INVESTMENTS, L.L.C. DBA CYPRESS BEND RV PARK	6/2/2008	9/30/2008	\$28,232	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
942	BAYOU MOBILE HOME PARK	1/26/2008	1/31/2008	\$28,115	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
943	BACK TO BACK RV PARK	4/2/2008	9/30/2008	\$27,150	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUE
944	SUN ROAMERS RV RESORT	5/7/2008	8/31/2008	\$27,090	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
945	MAC'S TRAILER PARK	2/27/2008	6/13/2008	\$26,582	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
946	PALMER PROPERTIES	4/22/2008	2/29/2008	\$26,550	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
947	JERRY ANGELLE	4/8/2008	9/30/2008	\$26,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
948	PRIMEAUX PROPERTIES, INC.	4/4/2008	3/19/2008	\$25,830	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
949	ALABAMA PORT RV	2/29/2008	8/31/2008	\$25,500	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
950	THREE OAKS & A PINE, LLC	9/28/2008	3/31/2009	\$25,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
951	INDIGO LLC	8/6/2008	3/31/2009	\$25,272	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
952	THOMAS SCHEXNIDER	9/30/2008	3/31/2009	\$25,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
953	DAVE ENGLADE	4/10/2008	3/31/2008	\$25,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
954	MECRIC, LLC	6/7/2008	9/30/2008	\$24,932	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
955	DOUBLE K ESTATES	5/28/2008	9/30/2008	\$24,733	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
956	VINTON TRAILER PARK	1/9/2008	12/19/2007	\$24,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
957	CYPRESS HILL RV PARK LLC	9/30/2008	3/31/2009	\$24,525	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
958	MARY ANN TRAILER PARK	8/25/2008	9/30/2008	\$24,311	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
959	CLARK BROS RENTALS, INC	2/20/2008	8/10/2008	\$24,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
960	GERALD PUJOL	1/30/2008	7/20/2008	\$24,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
961	WCM PROPERTIES LLC	9/29/2008	3/31/2009	\$24,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
962	LASALLE RENTALS	5/16/2008	8/10/2008	\$23,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUE
963	DEVILLE MOBILE HOME PARK	2/27/2008	8/25/2008	\$23,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
964	DOUBLE WIDE MOBILE HOME PARK	8/25/2008	9/15/2008	\$22,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
965	LASALLE RENTALS	4/21/2008	4/10/2008	\$22,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUE

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
966	LASALLE RENTALS	3/7/2008	4/10/2008	\$22,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
967	NIMESH LLC	9/30/2008	3/31/2009	\$22,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
968	SOUTHERN MOBILE HOME PARK	4/24/2008	8/31/2008	\$22,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
969	WEST END RENTALS LLC	5/29/2008	9/30/2008	\$22,220	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
970	PRESTWICK INVESTMENTS	4/28/2008	3/16/2006	\$21,924	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
971	LANDMARK PROPERTIES	8/6/2008	3/31/2009	\$21,705	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
972	GOING WEST MOBILE HOME PARK	2/25/2008	8/31/2008	\$21,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
973	WEST END RENTALS LLC, TYNES E. MIXON JR, MANAGING PARTNER	9/28/2008	3/31/2009	\$21,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
974	ANITA DUBOIS	3/27/2008	3/13/2008	\$21,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
975	POIRRIER & POIRRIER DEV INC.	9/29/2008	9/30/2008	\$20,774	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
976	RIVERVIEW ESTATES	4/16/2008	6/21/2008	\$20,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
977	MOBILE HOME ACRES LLC	3/27/2008	9/13/2008	\$20,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
978	ACADIAN ACRES MOBILE HOME PARK, LLC	9/27/2008	3/31/2009	\$20,160	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
979	COUNTRYSIDE MOBILE HOME PARK	9/28/2008	3/31/2009	\$19,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
980	PALMER PROPERTIES	3/8/2008	8/31/2008	\$19,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
981	BELLE PLACE ESTATES LLC	8/19/2008	9/30/2008	\$19,761	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
982	CYPRESS BEND INVESTMENTS LLC	9/28/2008	3/31/2009	\$19,620	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
983	PECAN PARK MOBILE HOME COMMUNITY	1/15/2008	8/31/2008	\$19,360	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
984	CALHOUN HOLDINGS LP	8/11/2008	9/30/2008	\$19,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
985	POIRRIER & POIRRIER DEV INC	9/30/2008	3/31/2009	\$19,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
986	SWAMPMAN RV PARADISE	1/7/2008	6/2/2008	\$18,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
987	SIOUX BAYOU FISH CAMP, INC.	3/5/2008	8/31/2008	\$18,850	Reference: Mississippi Hurricane Katrina (1604DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B- NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
988	WILLIS PAUL CONQUES	3/5/2008	6/10/2008	\$18,810	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
989	AARON BROWN MORRIS III	9/30/2008	3/31/2009	\$18,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
990	GRANDWOOD PROPERTIES, LLC	2/9/2008	8/31/2008	\$18,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
991	JOHN NOEL	2/27/2008	8/31/2008	\$18,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
992	DOUBLE K ESTATES	5/28/2008	6/14/2008	\$17,476	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
993	ANDERSEN-WELLS, LLC	4/4/2008	8/31/2008	\$17,250	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
994	RANDOLPH MCCORMICK REALTY, INC.	3/28/2008	8/31/2008	\$17,160	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
995	BORDELON COOPERATIVES INC	9/28/2008	3/31/2009	\$16,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
996	TAYLOR WATER MANAGEMENT	2/27/2008	8/31/2008	\$16,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
997	FLAMINGO PARK LLC	9/9/2008	8/31/2008	\$16,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
998	REGENCY OF MISSISSIPPI, INC.	8/18/2008	3/31/2009	\$15,936	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
999	CAJUN TIDE	1/15/2008	11/30/2007	\$15,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1000	PAKENHAM MOBILE HOME PARK	8/22/2008	9/30/2008	\$15,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1001	ABBEYVILLE COUNTRY ESTATES	4/16/2008	8/2/2008	\$15,045	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1002	PETERSON RV PARK	3/20/2008	8/22/2008	\$15,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1003	ALABAMA PORT RV	8/14/2008	3/31/2009	\$14,875	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1004	ARCML06LLC	8/13/2008	8/14/2009	\$14,784	Reference: Illinois Severe Storms And Flooding (1771DR). Lease of (4) mobile unit pads for placement of mobile homes for approved applicants of the IL disaster.	FOLLOW-ON CONTRACT
1005	BAYOU WILDERNESS RV RESORT	8/22/2008	9/30/2008	\$14,778	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1006	HENLEYS TRAILER COURT LLC	8/20/2008	8/19/2008	\$14,734	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1007	BOBBY'S RV PARK	2/27/2008	8/31/2008	\$14,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1008	MOREIN'S INVESTMENTS, INC.	2/14/2008	8/31/2008	\$14,496	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1009	CHARLES A. HERBERT	2/14/2008	8/15/2008	\$14,400	vendor. Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1010	LINDA LANGFORD	9/29/2008	3/31/2009	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1011	M&L INVESTMENTS	4/4/2008	3/13/2008	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1012	NORTHGATE ESTATES, LLC	9/29/2008	3/31/2009	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1013	TAYLOR TRAILER PARK	7/21/2008	9/30/2008	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1014	TOMMASTI ENTERPRISES INC	9/28/2008	3/31/2009	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1015	CHALMETTE TRAILER PARK INC	8/22/2008	8/6/2008	\$14,211	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1016	CHACHATI BROTHERS LLC	4/16/2008	8/31/2008	\$14,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1017	QUAIL RIDGE LTD PARTNERS	9/10/2008	9/30/2008	\$13,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1018	A.B. MCCAIN	2/6/2008	8/2/2008	\$13,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1019	MARK CAULEY DBA RIVER OAKS MOBILE HOME PARK	8/31/2008	3/31/2009	\$13,273	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
1020	PITTS ENTERPRISES	2/29/2008	8/31/2008	\$13,200	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1021	DREAM COURT MOBILE HOME RESORT LLC	9/8/2008	9/30/2008	\$13,040	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1022	CLASSIC INTERIOR DESIGN MANAGEMENT, INC	8/6/2008	3/31/2009	\$12,906	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1023	PERKINS, BETTY W	6/8/2008	9/30/2008	\$12,840	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1024	ROY EL OAK	8/25/2008	2/28/2008	\$12,747	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1025	OBERT'S TRAILER PARK	8/20/2008	3/31/2009	\$12,742	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1026	GRANDVIEW MOBILE ESTATES	4/2/2008	9/14/2008	\$12,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1027	ROBBIE WIGGINI	2/20/2008	8/31/2008	\$12,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
1028	PLANTATION RV RESORT	9/30/2008	3/31/2009	\$12,480	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1029	BUD'S MOBILE HOMES INC	8/19/2008	3/31/2009	\$12,474	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1030	CHRISTIANS TRAILER PARK, LLC	8/11/2008	9/30/2008	\$12,394	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1031	DEVILLE, CHARLES	8/8/2008	9/30/2008	\$12,134	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1032	TOMMASI MOBILE VILLAGE	6/20/2008	9/30/2008	\$12,127	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1033	BEN'S RV PARK	2/6/2008	7/6/2008	\$12,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1034	MARSHLAND RV PARK	3/5/2008	8/18/2008	\$12,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1035	RANDALL & ANDREA WILLIAMS	4/8/2008	9/17/2008	\$12,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1036	ANITA DUBOIS	6/2/2008	9/30/2008	\$11,770	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1037	JOHN NOEL	9/30/2008	3/31/2009	\$11,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1038	COLUMBIA RIVER PARTNERS, INC.	3/20/2008	3/10/2009	\$11,100	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Mobile unit pad lease in support of OR housing operations.	FOLLOW-ON CONTRACT
1039	WILLIS PAUL CONQUES	6/7/2008	9/30/2008	\$10,890	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1040	BLAKE CANNON	9/29/2008	3/31/2009	\$10,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1041	DIXIE STORAGE	9/28/2008	3/31/2009	\$10,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1042	DORIS UMPHRIES	8/8/2008	8/31/2008	\$10,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1043	FERNVIEW MH PARK	4/7/2008	4/3/2009	\$10,800	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Provide mobile unit pad lease at Fernview Mobile Home Park.	ONLY ONE SOURCE - OTHER
1044	RAPHEAL FONTENOT	9/28/2008	3/31/2009	\$10,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1045	SHIVAS, LLC	8/25/2008	9/30/2008	\$10,704	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1046	EVANGELINE TRAILER COURT	9/30/2008	3/31/2009	\$10,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1047	DEMETRA G. WRIGHT	5/21/2008	7/31/2008	\$10,293	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1048	L.O. RENTALS INC.	5/8/2008	5/13/2008	\$10,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1049	SWEETWATER CAMPGROUNDS RANCH AND RIDING STABLES, LLC	6/15/2008	9/30/2008	\$10,120	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1050	LASALLE RENTALS	9/30/2008	3/31/2009	\$10,050	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1051	MAC'S TRAILER PARK	6/3/2008	9/30/2008	\$9,986	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Katrina. Awardee was a local vendor.	
1052	DUNCAN HEIGHTS MOBILE HOME PARK	2/20/2008	8/8/2008	\$9,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1053	SHILOH PLACE MOBILE HOME PARK	9/30/2008	3/31/2009	\$9,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1054	TREASUREWOOD TRAILER PARK & RV	9/30/2008	9/30/2008	\$9,720	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1055	CANOE AND TRAIL OUTPOST	8/7/2008	3/31/2009	\$9,712	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1056	BIG LAKE RV PARK	4/8/2008	9/30/2008	\$9,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1057	CHIPMAN CONSTRUCTION INC	9/28/2008	3/31/2009	\$9,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1058	HERITAGE HEIGHTS, LLC	9/15/2008	7/7/2009	\$9,600	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Lease of mobile home pads in support of Midwest Floods.	UNUSUAL AND COMPELLING URGENCY
1059	HERITAGE HEIGHTS, LLC	7/10/2008	7/7/2009	\$9,600	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Lease of mobile home pads for DHOPS in IN.	UNUSUAL AND COMPELLING URGENCY
1060	ROY EL OAK	3/20/2008	9/11/2008	\$9,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1061	COUNTRY ESTATES MHP	7/1/2008	9/30/2008	\$9,555	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1062	NIMESH LLC	9/13/2008	9/30/2008	\$9,325	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
1063	CUTRER, TIMOTHY J. LLC	2/9/2008	4/30/2008	\$9,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1064	TIMOTHY C. OXLEY	8/26/2008	7/31/2009	\$9,093	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Unit pad leases in support of IA disaster operations. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAFS)
1065	STAFFORD'S FOUR CORNER RV & TRAILER PARK	5/6/2008	6/11/2008	\$9,090	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1066	CHARLES R BOUTTE	9/29/2008	3/31/2009	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1067	DAVE'S MOBILE HOME PARK LLC	9/30/2008	3/31/2009	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1068	ESTILETTE PROPERTIES LLC	2/12/2008	8/10/2008	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1069	FLARES MOBILE HOME PARK	9/30/2008	3/31/2009	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1070	MERRICK LANULOS	4/1/2008	9/20/2008	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1071	VINTON TRAILER PARK	5/29/2008	9/30/2008	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1072	WHISPERING OAK	2/28/2008	5/1/2008	\$9,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1073	LINHUBERS TRAILER PARK	9/10/2008	9/30/2008	\$8,747	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1074	BOBBY BONIN	9/27/2008	3/31/2009	\$8,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1075	FLOYD STEVENSEN DBA CIRCLE G MOBILE HOME PARK	1/10/2008	5/8/2008	\$8,585	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1076	RANDOLPH MCCORMICK REALTY INC.	9/30/2008	3/31/2009	\$8,580	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1077	CARENCRO RENTAL	6/2/2008	9/30/2008	\$8,575	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1078	MERE'S RV AND MHP	5/29/2008	9/30/2008	\$8,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1079	GUIDRY RV PARK	6/4/2008	9/30/2008	\$8,493	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1080	CUPCAKE ACRES	2/25/2008	6/15/2008	\$8,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1081	TRACK REALTY	4/4/2008	3/19/2008	\$8,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1082	WILSON DUPLICHIN	2/6/2008	6/9/2008	\$8,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1083	ALUTHQ GLOBAL SOLUTIONS LLC	3/22/2008	1/14/2008	\$8,392	Reference: Oklahoma Severe Winter Storms (3280EM). Provide surge support services for OK emergency declaration.	UNUSUAL AND COMPELLING URGENCY
1084	SWAMPMAN RV PARADISE	6/3/2008	9/30/2008	\$8,261	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1085	SHILOH PLACE MOBILE HOME PARK	8/26/2008	9/30/2008	\$8,250	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1086	HEILIG LIMITED PARTNERSHIP, NORMAN WALLER, GENERAL PARTNER	9/28/2008	3/31/2009	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1087	ROBI, LLC	2/11/2008	5/1/2008	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1088	SYLVE ENTERPRISES LLC	1/28/2008	6/8/2008	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1089	THE BREAUX GROUP, LLC	9/29/2008	3/31/2009	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1090	CASCIO, ANDREW J	1/18/2008	5/3/2008	\$8,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1091	CAJUN TIDE	6/2/2008	8/31/2008	\$7,875	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1092	CARENCRO RENTAL	4/8/2008	6/22/2008	\$7,875	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1093	OM BALAJI, L.L.C.	9/25/2008	9/30/2008	\$7,841	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1094	SEJ, LLC	3/20/2008	8/31/2008	\$7,763	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1095	VISION REALTY, LLC	2/12/2008	8/31/2008	\$7,739	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1096	SANET MOBILE HOME PARK	3/28/2008	9/12/2008	\$7,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1097	THREE OAKS & A PINE, LLC	9/17/2008	9/30/2008	\$7,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1098	EARL WAYNE JOHNSON	5/21/2008	8/11/2008	\$7,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1099	TWIN PINES DEVELOPMENT LLC	8/29/2008	3/31/2009	\$7,287	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1100	DONALD'S CAMP GROUND	9/29/2008	3/31/2009	\$7,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1101	GRANDWOOD PROPERTIES, LLC	5/5/2008	8/31/2008	\$7,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1102	KERSHAW'S CAJUN VILLAGE, LLC	5/29/2008	8/24/2008	\$7,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1103	L'ACADIE INN	4/4/2008	9/18/2008	\$7,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1104	OLEN CLARK	5/21/2008	8/13/2008	\$7,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1105	SOUTHERN HILLS PROPERTIES, LLC	8/16/2008	7/9/2008	\$7,168	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Katrina. Awardee was a local vendor.	
1106	RIVERSIDE MOBILE HOME PARK	5/1/2008	8/30/2008	\$6,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1107	CHAD GALICIA	7/8/2008	9/30/2008	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1108	CHRIS DOMINIQUE	4/8/2008	6/18/2008	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1109	CRESTWOOD COMMUNITY LLC	9/30/2008	3/31/2009	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1110	GOLDEN DRAGON CAMPGROUND, INC	5/21/2008	8/25/2008	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1111	GRAND OAKS INC	9/30/2008	3/31/2009	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1112	NATIONWIDE COMMUNITIES PINECREST	9/30/2008	3/31/2009	\$6,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1113	MORRIS, AARON B	9/10/2008	9/30/2008	\$6,512	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1114	DATION LLC	8/20/2008	9/30/2008	\$6,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1115	CRESCENT PROPERTIES	5/8/2008	8/24/2008	\$6,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1116	PATRICIA MCCLENDON	8/27/2008	9/30/2008	\$6,300	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1117	WHEEL ESTATES PROPERTIES, LLC	6/25/2008	9/30/2008	\$6,240	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1118	JAM INTERESTS LLC	6/3/2008	9/30/2008	\$6,175	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1119	DELOUTHE PROPERTY RENTALS, LLC	2/14/2008	3/28/2008	\$6,175	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1120	BLAKE LAFLEUR	5/19/2008	8/14/2008	\$6,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1121	HARDY STEIN	6/20/2008	9/30/2008	\$6,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1122	MILTON'S MOBILE HOME & RV SUPPLY	3/5/2008	8/31/2008	\$6,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1123	SANDRA JOHNSON RV PARK	5/21/2008	8/3/2008	\$6,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1124	MIKE BUBBAS	3/4/2008	8/31/2009	\$5,940	Reference: Arkansas Severe Storms, Tornadoes, And Flooding (1744DR). Rental of two mobile home pads at Russellville in support of AR disaster.	ONLY ONE SOURCE - OTHER
1125	MOBILE HOME ACRES LLC	9/29/2008	3/31/2009	\$5,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1126	LANDMARK PROPERTIES	1/31/2008	8/31/2008	\$5,425	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1127	AJL RENTALS, LLC	4/17/2008	9/11/2008	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1128	CASH POINT LANDING, LLC	5/5/2008	6/15/2008	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1129	CLARENCE HENRY JR.	5/20/2008	8/24/2008	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1130	HERSHEL HILL JR.	5/19/2008	8/19/2008	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1131	J & K RENTALS	9/30/2008	3/31/2009	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1132	MABUS WALTERS	5/5/2008	8/12/2008	\$5,280	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1133	C & S TRAILER PARK	5/29/2008	8/13/2008	\$5,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1134	CHASE RV PARK	8/8/2008	9/30/2008	\$5,175	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1135	MCGILL WELLWORKS, INC	8/7/2008	3/31/2009	\$5,046	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1136	SYLVE ENTERPRISES LLC	5/29/2008	9/30/2008	\$5,040	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1137	GARY L HONEA	9/12/2008	3/31/2009	\$4,900	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B: NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Katrina. Awardee was a local vendor.	
1138	J.F.M. PROPERTIES, LLC	8/14/2008	3/31/2009	\$4,900	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1139	WOODS RV PARK AND CAMPGROUND, THE	8/14/2008	3/31/2009	\$4,900	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1140	BIG LAKE RV PARK	9/27/2008	3/31/2009	\$4,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1141	DATION LLC	5/14/2008	2/29/2008	\$4,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1142	GOOCH BACCIGALLOPI	9/30/2008	3/31/2009	\$4,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1143	SERENITY PARTNERSHIP LLC	3/28/2008	8/31/2008	\$4,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1144	TUNICA - BILOXI TRIBE OF LOUISIANA	4/10/2008	9/9/2008	\$4,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1145	CASCIO, ANDREW J	5/29/2008	8/3/2008	\$4,767	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1146	WALKER & WELLS CONTRACTORS, INC.	5/29/2008	9/30/2008	\$4,548	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1147	MARY ANNE BROUSSARD	4/1/2008	9/24/2008	\$4,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1148	QUIET OAKS RV PARK	8/20/2008	9/30/2008	\$4,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Katrina. Awardee was a local vendor.	
1149	WHISPERING OAKS MOBILE HOME PARK	9/30/2008	3/31/2009	\$4,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1150	MCCLELLAND'S TRAILER PARK	8/26/2008	9/30/2008	\$4,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1151	TIMOTHY C. OXLEY	9/2/2008	7/31/2009	\$4,387	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Unit pad leases in support of IA disaster operations. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
1152	PRESTWICK INVESTMENTS	7/1/2008	9/30/2008	\$4,222	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1153	CUPCAKE ACRES	6/3/2008	5/30/2008	\$4,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1154	DOUBLE K ESTATES	9/30/2008	3/31/2009	\$4,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1155	J.F.M. PROPERTIES, LLC	2/29/2008	8/31/2008	\$4,200	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1156	LINDA LANGFORD	9/30/2008	3/31/2009	\$4,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1157	SWAMPMAN RV PARADISE	9/30/2008	3/31/2009	\$4,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1158	WOODS RV PARK AND CAMPGROUND, THE	2/29/2008	8/31/2008	\$4,200	Reference: Alabama Hurricane Katrina (1605DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1159	ARCML06LLC	8/13/2008	8/14/2009	\$4,136	Reference: Illinois Severe Storms And Flooding (1771DR). Lease of (1) mobile unit pad for placement	FOLLOW-ON CONTRACT

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1160	MONTROSE TERRACE PARK	1/30/2008	9/30/2008	\$4,050	of mobile home for approved applicant of the IL disaster. Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Provide extension of unit pad leases in support of the PA disaster. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1161	ALPINE ESTATES	9/27/2008	3/31/2009	\$3,960	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1162	DENHAM STREET MOBILE HOME PARK	8/21/2008	9/30/2008	\$3,930	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1163	ADAM G. NUNEZ	8/8/2008	9/30/2008	\$3,910	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1164	DEVILLE MOBILE HOME PARK	9/30/2008	3/31/2009	\$3,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1165	JMM INTERESTS LLC	9/29/2008	3/31/2009	\$3,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1166	TOO CREOLE, INC	2/27/2008	6/27/2008	\$3,900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1167	WILSON DUPLICHIN	6/13/2008	9/30/2008	\$3,885	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1168	WALKER & WELLS CONTRACTORS, INC.	4/10/2008	6/13/2008	\$3,825	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1169	GERALD PUJOL	7/21/2008	7/23/2008	\$3,773	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1170	2 KINGS MOBILE HOME PARK	8/12/2008	9/30/2008	\$3,750	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1171	CHARLES RUSSELL BOUTTE	5/29/2008	8/3/2008	\$3,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1172	WHISPERING OAK	5/28/2008	9/30/2008	\$3,725	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1173	PRIMEAUX PROPERTIES, INC	9/28/2008	3/31/2009	\$3,690	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1174	HIGHLAND PARK MHP	8/6/2008	3/31/2009	\$3,600	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1175	DENHAM STREET MOBILE HOME PARK	9/30/2008	3/31/2009	\$3,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1176	FAYE W. CHATELAIN	9/28/2008	3/31/2009	\$3,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1177	LEE JACOBS	9/30/2008	3/31/2009	\$3,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1178	PARK PLACE MOBILE HOMES, LLC	9/11/2008	9/30/2008	\$3,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1179	WEST LAKE MOBILE VILLAGE INC	9/30/2008	3/31/2009	\$3,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1180	SHADY SHORES RV PARK	4/28/2008	3/13/2006	\$3,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1181	HOLLIDAYS MOBILE HOME PARK	6/11/2008	9/30/2008	\$3,480	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1182	DEMETRA G. WRIGHT	9/30/2008	3/31/2009	\$3,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1183	DEMETRA G. WRIGHT	6/21/2008	9/30/2008	\$3,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1184	E & P DEROCHE TRAILER PARK, L.L.C.	9/28/2008	3/31/2009	\$3,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1185	PRESTWICK INVESTMENTS	2/25/2008	8/31/2008	\$3,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1186	SOUTHERN MOBILE HOME PARK	8/27/2008	9/30/2008	\$3,450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1187	SHIFLETT, GUY M	9/9/2008	3/31/2009	\$3,390	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1188	NATIONWIDE COMMUNITIES STONEGATE, INC	9/29/2008	3/31/2009	\$3,360	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1189	DELOUTHE PROPERTY RENTALS, LLC	6/4/2008	6/1/2008	\$3,341	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1190	LINDSAY B. BODIN	4/8/2008	6/18/2008	\$3,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1191	CHIPMAN CONSTRUCTION INC	8/25/2008	9/30/2008	\$3,200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
1192	AZALEA LANE MOBIL HOME PARK, LLC	8/25/2008	9/30/2008	\$3,134	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1193	MABUS WALTERS	5/15/2008	4/12/2008	\$3,080	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1194	BLAKE LAFLEUR	8/11/2008	9/30/2008	\$3,067	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1195	BELLE PLACE ESTATES LLC	8/28/2008	9/30/2008	\$3,042	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1196	PECAN PARK MOBILE HOME COMMUNITY	8/6/2008	3/31/2009	\$3,042	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1197	GARY FALCON	9/30/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1198	JOANNE GRIFFIN	2/20/2008	8/11/2008	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1199	MARTHA TABOR TRAILER PARK	4/2/2008	6/9/2008	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1200	OAK VILLAGE MOBILE HOME PARK, LLC	2/11/2008	5/1/2008	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
1201	QUIET OAKS RV PARK	7/12/2008	2/29/2008	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1202	SANDRA JOHNSON	9/30/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR).	FOLLOW-ON CONTRACT

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
1203	SANDRA WALLER	9/30/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1204	ST. FRANCIS INC	9/29/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1205	TRUE SOUTHERN REAL ESTATE LLC	9/30/2008	3/26/2009	\$2,900	Reference: Texas Hurricane Ike (1791DR). Unit pad leases in support of sheltering victims of Hurricane Ike in TX.	SIMPLIFIED ACQUISITION (SAFS)
1206	CHARLES RUSSELL BOUTTE	8/22/2008	9/30/2008	\$2,851	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1207	CHAD CHADDICK	3/7/2008	8/31/2008	\$2,850	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1208	OAKVIEW MOBILE HOME	9/30/2008	3/31/2009	\$2,850	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1209	COUNTRY OAKS MHP	5/8/2008	6/13/2008	\$2,833	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1210	LASALLE RENTALS	8/27/2008	9/30/2008	\$2,832	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1211	MACS TRAILER PARK	2/14/2008	3/13/2008	\$2,707	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1212	A.B. MCCAIN	9/29/2008	3/31/2009	\$2,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1213	CASH POINT LANDING	9/27/2008	3/31/2009	\$2,700	Reference: Louisiana Hurricane Katrina (1603DR).	FOLLOW-ON CONTRACT

Q1 FY 2009 PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
1214	SYLVE ENTERPRISES LLC	9/28/2008	3/31/2009	\$2,700	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1215	WALKER & WELLS CONTRACTORS, INC	9/28/2008	3/31/2009	\$2,550	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1216	WESTLAKE MOBILE VILLAGE INC	5/21/2008	8/31/2008	\$2,540	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1217	JACK KNIGHT	8/6/2008	3/31/2009	\$2,450	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1218	PENTON TRAILER PARK	8/29/2008	3/31/2009	\$2,450	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1219	CHARLES A. HERBERT	9/27/2008	3/31/2009	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1220	CHITIMACHA TRIBE OF LOUISIANA	3/5/2008	8/27/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1221	CULBERTSON'S TRAILER PARK	4/17/2008	8/5/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1222	H.B. LAMPLIGHTER, INC	8/5/2008	11/4/2008	\$2,400	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Unit pad leases in support of Midwest Floods. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1223	MARSHLAND RV PARK LLC	9/29/2008	3/31/2009	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1224	MICHELLE P. MCCATHRAN	4/4/2008	6/14/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1225	MOBILE HOME ACRES LLC	6/15/2008	9/13/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1226	S & B TRAILER PARK	2/6/2008	7/6/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1227	SONNY ARABIE DBA COUNTRY MOBILE HOME LIVING PARK	4/1/2008	9/18/2008	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1228	TUNICA BILOXI TRIBE OF LOUISIANA	9/30/2008	3/31/2009	\$2,400	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1229	JACK A. BROUSSARD	6/15/2008	9/30/2008	\$2,376	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1230	REGENCY OF MISSISSIPPI, INC.	2/8/2008	8/31/2008	\$2,333	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1231	B & B TRAILER PARK	5/19/2008	8/21/2008	\$2,300	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1232	JONES MOBILE HOME PARK	8/7/2008	3/31/2009	\$2,256	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1233	MOUNT AIRY ESTATES INC	6/23/2008	2/28/2009	\$2,250	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Unit pad leases in support of PA disaster.	AUTHORIZED BY STATUTE
1234	RICKEY NUGENT	2/4/2008	8/20/2008	\$2,250	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1235	MELANIE MANOR MOBILE HOME ESTATES LLC	6/20/2008	2/28/2009	\$2,133	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Unit pad leases in support of PA disaster.	UNUSUAL AND COMPELLING URGENCY
1236	FLARES MOBILE HOME PARK	8/8/2008	9/30/2008	\$2,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1237	S&H PROPERTIES, INC.	4/2/2008	6/14/2008	\$2,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1238	WILLA VILLA MOBILE HOME PARK	2/12/2008	8/31/2008	\$2,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1239	SHIVAS, LLC	7/8/2008	8/22/2008	\$2,058	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1240	C & S TRAILER PARK	8/12/2008	9/30/2008	\$2,037	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1241	CUTRER, TIMOTHY J. LLC	5/29/2008	8/31/2008	\$2,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1242	JOHN NOEL	8/16/2008	9/30/2008	\$2,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1243	KING'S BAY MOBILE HOME PARK	8/11/2008	3/31/2009	\$1,983	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1244	HERSCHEL HILL JR.	9/30/2008	3/31/2009	\$1,950	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1245	HOUMA MOBILE HOMES	2/14/2008	6/21/2008	\$1,950	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
1246	GULF LANE TRAILER PARK	6/17/2008	9/30/2008	\$1,925	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1247	RIVERVIEW ESTATES	6/15/2008	9/30/2008	\$1,897	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1248	MARTHA TABOR TRAILER PARK	5/28/2008	9/30/2008	\$1,850	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1249	DAVE ENGLADE	8/22/2008	9/30/2008	\$1,840	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1250	E&P DEROCHÉ TRAILER PARK	8/27/2008	9/30/2008	\$1,840	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1251	H&M INVESTMENTS, LLC	8/6/2008	3/31/2009	\$1,830	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1252	GRANDWOOD PROPERTIES, LLC	8/28/2008	8/31/2008	\$1,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1253	NORTHGATE MOBILE HOME PARK	4/4/2008	3/28/2008	\$1,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1254	SPARKS COURT MOBILE HOME PARK	1/23/2008	5/7/2008	\$1,800	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1255	CHACHATI BROTHERS LLC	8/16/2008	9/30/2008	\$1,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1256	MILDRED BOSTER	7/14/2008	3/31/2009	\$1,750	Reference: Mississippi Hurricane Katrina (1604DR).	UNUSUAL AND COMPELLING

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1257	MIXON TRAILER PARK	8/29/2008	3/31/2009	\$1,750	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1258	ROBBIE WIGINI	8/16/2008	9/30/2008	\$1,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1259	RAWLS MOBILE HOME PARK	2/12/2008	8/31/2008	\$1,687	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1260	RIVER VIEW RV PARK, LLC	4/9/2008	6/25/2008	\$1,650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1261	CASH POINT LANDING, LLC	9/12/2008	9/30/2008	\$1,635	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1262	SOUTHERN HILLS PROPERTIES, LLC	3/5/2008	5/20/2008	\$1,635	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1263	ROBERT KING	5/21/2008	9/30/2008	\$1,630	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1264	KERSHAW'S CAJUN VILLAGE, LLC	9/24/2008	9/30/2008	\$1,620	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1265	HILLSIDE MOBILE HOME PARK	6/20/2008	2/28/2009	\$1,600	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Unit pad leases in support of PA disaster.	UNUSUAL AND COMPELLING URGENCY
1266	JIMMIE BREAKFIELD	7/15/2008	3/31/2009	\$1,583	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1267	CAJUN TIDE	8/19/2008	9/30/2008	\$1,575	Reference: Louisiana	UNUSUAL AND

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	COMPELLING URGENCY
1268	HOMESTEAD TRAILER PARK	9/25/2008	9/30/2008	\$1,560	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1269	LEWIS NELSON	8/29/2008	3/31/2009	\$1,535	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1270	DEVILLE MOBILE HOME PARK	8/16/2008	9/30/2008	\$1,517	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1271	FALCON CREST # 1	5/6/2008	8/15/2008	\$1,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1272	MIXON TRAILER PARK	6/30/2008	8/31/2008	\$1,500	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1273	WALLER TRAILER PARK	5/21/2008	8/3/2008	\$1,500	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1274	RANDOLPH MCCORMICK REALTY, INC.	9/8/2008	9/30/2008	\$1,430	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1275	MICHELLE P. MCCATHRAN	5/28/2008	9/30/2008	\$1,413	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1276	TOO CREOLE, INC	8/27/2008	9/30/2008	\$1,401	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1277	NORTHGATE ESTATES, LLC	9/10/2008	9/13/2008	\$1,360	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1278	BANKSTON INVESTMENTS	3/27/2008	5/31/2008	\$1,350	vendor. Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1279	HERSHEL HILL JR.	8/22/2008	9/30/2008	\$1,290	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1280	FLOYD STEVENSEN DBA CIRCLE G MOBILE HOME PARK	5/19/2008	8/8/2008	\$1,275	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1281	L.O. RENTALS INC.	6/4/2008	8/13/2008	\$1,275	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1282	PETERSON RV PARK	8/27/2008	9/30/2008	\$1,267	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1283	JEAN HOLDER	8/21/2008	3/31/2009	\$1,109	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1284	JODY HOAG	9/30/2008	9/30/2008	\$1,105	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1285	VIRAZON PROPERTIES INC.	6/20/2008	2/28/2009	\$1,104	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Unit pad leases in support of PA disaster.	AUTHORIZED BY STATUTE
1286	PALMER PROPERTIES	8/22/2008	9/30/2008	\$1,100	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1287	SANDRA JOHNSON RV PARK	8/22/2008	9/30/2008	\$1,083	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1288	HOUMA MOBILE HOMES	6/20/2008	9/30/2008	\$1,072	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
1289	EARL WAYNE JOHNSON	8/16/2008	9/30/2008	\$1,062	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1290	MABUS WALTERS	8/16/2008	9/30/2008	\$1,056	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1291	LAVADA'S PARK	7/14/2008	3/31/2009	\$1,050	Reference: Mississippi Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
1292	PLANTATION RV RESORT & MOTOR HOME PARK	9/23/2008	9/30/2008	\$1,040	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1293	BLAKE CANNON	9/11/2008	9/30/2008	\$1,040	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1294	OAK VILLAGE MOBILE HOME PARK, LLC	8/8/2008	11/1/2006	\$1,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
1295	ROBBIE WIGGINI	6/2/2008	6/29/2008	\$993	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
1296	GOING WEST MOBILE HOME PARK	9/10/2008	9/30/2008	\$960	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1297	CASCIO, ANDREW J	8/19/2008	9/30/2008	\$950	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1298	WALLER TRAILER PARK	8/21/2008	8/3/2008	\$950	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1299	OLEN CLARK	8/8/2008	9/30/2008	\$940	Reference: Louisiana Hurricane Katrina (1603DR).	UNUSUAL AND COMPELLING

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	URGENCY
1300	SPARKS COURT MOBILE HOME PARK	5/21/2008	8/7/2008	\$900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1301	STERLING DORE'	5/5/2008	8/31/2008	\$900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1302	TIMOTHY CUTRER LLC	9/30/2008	3/31/2009	\$900	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1303	PAUP'S TRAILER PARK	3/5/2008	4/30/2008	\$897	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1304	BRITT'S TRAILER PARK	8/19/2008	3/31/2009	\$875	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1305	A.B. MCCAIN	8/25/2008	8/2/2008	\$870	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1306	DAVID M. COX, INC	8/29/2008	3/31/2009	\$803	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1307	TREASUREWOOD TRAILER PARK & RV	5/8/2008	8/4/2008	\$798	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1308	FALCON CREST # 1	8/26/2008	9/30/2008	\$750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1309	FAYE W. CHATELAIN	8/14/2008	9/30/2008	\$705	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1310	SHELBY YANEZ	5/2/2008	10/31/2008	\$693	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1311	M&L INVESTMENTS	9/10/2008	9/30/2008	\$680	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1312	HEILIG LIMITED PARTNERSHIP	9/10/2008	9/30/2008	\$675	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1313	ORBIT LLC/JAY WOLFINGTON	4/29/2008	9/30/2005	\$666	Reference: Florida Hurricane Frances (1545DR). Unit pad leases in support of sheltering victims of Hurricane Frances. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
1314	ORBIT LLC/JAY WOLFINGTON	2/11/2008	9/30/2005	\$666	Reference: Florida Hurricane Frances (1545DR). Provide mobile home unit pad leases in response to Hurricane Frances.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
1315	OMNI INTERNATIONAL SERVICES LLC	9/23/2008	9/30/2008	\$650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1316	MOREIN'S INVESTMENTS, INC.	8/8/2008	9/30/2008	\$604	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1317	CHARLES A. HERBERT	8/26/2008	9/30/2008	\$600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1318	SYLVE ENTERPRISES LLC	8/20/2008	8/31/2008	\$600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1319	LINDA ROGERS	7/14/2008	3/31/2009	\$595	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	SIMPLIFIED ACQUISITION (SAPS)
1320	DUNCAN HEIGHTS MOBILE HOME PARK	8/14/2008	9/30/2008	\$572	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
1321	NORTH GATE MOBILE HOME PARK	9/12/2008	3/31/2009	\$566	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1322	J&K RENTALS	9/11/2008	9/30/2008	\$563	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1323	MARSHLAND RV PARK	8/20/2008	9/30/2008	\$560	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1324	STERLING DORE	9/30/2008	3/31/2009	\$540	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1325	SANET MOBILE HOME PARK	8/28/2008	9/30/2008	\$510	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1326	CHAD CHADDICK	8/27/2008	9/30/2008	\$475	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1327	DELOUTHE PROPERTY RENTALS, LLC	6/4/2008	7/1/2008	\$475	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1328	BANKSTON INVESTMENTS	1/31/2008	1/31/2008	\$450	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1329	JOANNE GRIFFIN	8/27/2008	9/30/2008	\$408	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1330	SPARKS COURT MOBILE HOME PARK	8/15/2008	8/23/2008	\$407	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1331	JEAN HOLDER	8/22/2008	3/31/2009	\$387	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Katrina. Awardee was a local vendor.	
1332	OAK VILLAGE MOBILE HOME PARK, LLC	9/9/2008	8/23/2008	\$367	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	ONLY ONE SOURCE - OTHER
1333	POIRRIER & POIRRIER DEV INC.	7/12/2008	7/31/2008	\$341	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1334	HIGHLAND WHEEL ESTATES	2/6/2008	9/30/2005	\$326	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide mobile home unit pad leases in response to FL disaster.	SIMPLIFIED ACQUISITION PROCEDURES - NON-COMPETITIVE
1335	AJL RENTALS, LLC	9/9/2008	9/30/2008	\$285	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1336	TUNICA BILOXI TRIBE OF LOUISIANA	9/10/2008	9/30/2008	\$280	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1337	OAK PINE MOBILE HOME PARK	9/9/2008	9/30/2008	\$280	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1338	CHITIMACHA TRIBE OF LOUISIANA	8/14/2008	9/30/2008	\$220	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1339	MERRICK LANULOS	9/25/2008	9/20/2008	\$183	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1340	BRITT'S TRAILER PARK	9/30/2008	3/31/2009	\$175	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1341	CUTRER, TIMOTHY J. LLC	8/25/2008	9/30/2008	\$150	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1342	GOOCH BACCIGALOPPI	9/29/2008	9/30/2008	\$107	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					sheltering victims of Hurricane Katrina. Awardee was a local vendor.	
1343	SHADY SHORES RV PARK	8/18/2008	4/4/2008	\$93	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1344	STERLING DORE	9/12/2008	9/30/2008	\$90	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1345	FARRIS MOBILE HOMES	8/1/2008	3/31/2009	\$73	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1346	J.GORDON WRIGHT	8/21/2008	3/31/2009	\$50	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1347	JONES MOBILE HOME PARK	4/14/2008	5/19/2006	\$13	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1348	THE AMERICAN RED CROSS	11/21/2008	1/21/2011	\$2,749,145	Reference: DRF- American Red Cross Services (4326RS). Provide support for regional response and recovery planning, exercise, and coordination for ten FEMA regional offices.	ONLY ONE SOURCE - OTHER
1349	DAMON CORPORATION	12/15/2008	12/17/2008	\$1,259,482	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1350	VERIZON FEDERAL INC.	12/3/2008	1/31/2009	\$1,159,220	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1351	PARTNERSHIP FOR RESPONSE AND RECOVERY B/IV	10/10/2008	2/28/2009	\$972,272	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					services in Puerto Rico in response to PR disaster.	
1352	PARTNERSHIP FOR RESPONSE AND RECOVERY B/JV	11/13/2008	2/28/2009	\$972,272	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1353	SILOSMASHERS INCORPORATED	12/16/2008	3/10/2009	\$863,016	Reference: DRF- Total Asset Visibility System (TAV) (4525RS). Provide TAV support.	AUTHORIZED BY STATUTE - 8(A)
1354	ALLTECH INCORPORATED	10/20/2008	3/31/2009	\$841,904	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1355	ALLTECH INCORPORATED	11/13/2008	2/28/2009	\$841,904	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1356	VERIZON FEDERAL INC.	12/1/2008	1/31/2009	\$808,152	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1357	VERIZON FEDERAL INC.	12/30/2008	1/31/2009	\$693,627	Reference: Louisiana Hurricane Katrina (1603DR). Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1358	ALUTHIQ GLOBAL SOLUTIONS LIMITED LIABILITY COMPANY	11/3/2008	12/31/2008	\$668,837	Reference: Texas Hurricane Ike (1791DR). Provide surge labor support for temporary housing unit mission.	AUTHORIZED BY STATUTE - 8(A)
1359	CHENEGA FEDERAL SYSTEMS LIMITED LIABILITY COMPANY	12/2/2008	10/31/2009	\$660,397	Reference: DRF- Training EMI- Initiated And/Or Sponsored (4710AD). Provide programming and maintenance support at the NETC.	AUTHORIZED BY STATUTE - 8(A)
1360	GULF SOUTH RESEARCH CORPORATION	10/1/2008	9/30/2009	\$649,574	Reference: DRF-Alt Housing Pgm-4Th Katrina Suppl P.L. 109-234 (7491AH). Provide Hurricane Katrina environmental review and assessments.	AUTHORIZED BY STATUTE - 8(A)
1361	PICTOMETRY INTERNATIONAL CORP.	12/11/2008	1/31/2009	\$629,149	Reference: Texas Hurricane Ike	ONLY ONE SOURCE -

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					(1791DR). Provide digital imagery license image and TB storage drives necessary to best determine with photo interpretation and photogrammetric tools the inland extent of damage caused by storm surge induced flooding.	OTHER
1362	SUNFLOWER HAWAII PARTNERS	11/25/2008	9/30/2009	\$617,480	Reference: DRF- Rent Charges For Office Space (4005RS). Rental payment.	AUTHORIZED BY STATUTE
1363	SATELLITE SHELTERS, INC.	11/1/2008	11/3/2008	\$603,049	Reference: Louisiana Hurricane Katrina (1603DR). Settlement of earlier purchase orders concerning rental payments.	FOLLOW-ON CONTRACT
1364	VERIZON FEDERAL INC.	10/30/2008	1/31/2009	\$601,740	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1365	VERIZON FEDERAL INC.	10/31/2008	1/31/2009	\$490,185	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1366	ELECTRONIC DATA SYSTEMS CORPORATION	11/28/2008	5/31/2009	\$469,688	Reference: DRF- Disastr Assist Improv Prg-IT (4711RS). Provide automated web hosting set and services.	ONLY ONE SOURCE - OTHER
1367	ALUTHQ GLOBAL SOLUTIONS LIMITED LIABILITY COMPANY	10/29/2008	12/31/2008	\$411,635	Reference: Texas Hurricane Ike (1791DR). Provide labor surge support for TX disaster operations.	AUTHORIZED BY STATUTE - 8(A)
1368	CHENEGA FEDERAL SYSTEMS LIMITED LIABILITY COMPANY	12/2/2008	10/31/2009	\$378,817	Reference: DRF- Training Emi- Initiated And/Or Sponsored (4710AD). Provide lab and classroom IT support at the NETC.	AUTHORIZED BY STATUTE - 8(A)
1369	LAKELAND LEISURE CORP.	12/23/2008	12/23/2008	\$370,000	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1370	KANAM GRUND KAPITALANLAGEGESELLSCHAFT MBH	11/3/2008	9/30/2009	\$322,000	Reference: DRF- Texas NPSC-Denton, TX (4430AD). Provide utility services.	ONLY ONE SOURCE - OTHER
1371	LANGUAGE SERVICES ASSOCIATES, INC.	10/7/2008	8/19/2009	\$300,000	Reference: Puerto Rico Severe Storms	FOLLOW-ON DELIVERY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					And Flooding (1798DR). Provide telephone language line services in support of national disasters.	ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1372	VERIZON FEDERAL INC.	11/25/2008	1/31/2009	\$298,944	Reference: Louisiana Hurricane Gustav (1786DR). Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1373	MINNEAPOLIS TRAILER SALES INC	12/19/2008	12/23/2008	\$295,000	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1374	THE RV CENTER INC	12/18/2008	12/23/2008	\$272,669	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1375	ENTERGY HOLDINGS INCORPORATED	10/22/2008	4/15/2009	\$250,000	Reference: Texas Hurricane Ike (1791DR). Provide electrical utility services for commercial pad leases in support of TX disaster operations.	UTILITIES FAR 41.2
1376	POTOMAC EDISON COMPANY, THE	11/26/2008	11/30/2009	\$250,000	Reference: DRF- Rent Charges For Office Space (4005RS). Provide electrical utility services for the Cumberland Logistics Center in MD.	UTILITIES FAR 41.2
1377	PARTNERSHIP FOR RESPONSE AND RECOVERY B/JV	10/3/2008	2/28/2009	\$243,068	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1378	PARTNERSHIP FOR RESPONSE AND RECOVERY B/JV	10/10/2008	2/28/2009	\$243,068	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1379	MOORE GROUP INCORPORATED THE	10/10/2008	8/31/2009	\$227,321	Reference: Louisiana Hurricane Katrina (1603DR). Provide GSM Ground Service Maintenance services for Capt Larry, Diamond Community Center, Davant	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Community Center and Tammie and Shane Conner Property in support of Hurricane Katrina recovery efforts. Awardee was a local vendor.	
1380	ALLTECH INCORPORATED	10/3/2008	2/28/2009	\$210,476	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1381	ALLTECH INCORPORATED	10/14/2008	3/31/2009	\$210,476	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide housing inspection services in Puerto Rico in response to PR disaster.	UNUSUAL AND COMPELLING URGENCY
1382	LAKE FORK R V & AUTO	12/8/2008	12/8/2008	\$204,847	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1383	LANGUAGE SERVICES ASSOCIATES	10/7/2008	8/19/2009	\$200,000	Reference: Texas Hurricane Ike (1791DR). Provide telephone language line services in support of national disasters.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1384	VERIZON FEDERAL INC.	12/22/2008	1/31/2009	\$163,961	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1385	DUKE REALTY OHIO	12/19/2008	2/28/2009	\$158,610	Reference: Ohio Severe Wind Storm Associated With Tropical Depress (1805DR). Lease of the joint field office supporting OH disaster.	UNUSUAL AND COMPELLING URGENCY
1386	POTOMAC EDISON COMPANY, THE	11/26/2008	11/30/2009	\$150,000	Reference: DRF- Rent Charges For Office Space (4005RS). Provide electrical utility services for the Frederick Logistics Center in MD.	UTILITIES FAR 41.2
1387	CHENEGA FEDERAL SYSTEMS LIMITED LIABILITY COMPANY	11/18/2008	9/30/2009	\$147,000	Reference: DRF- Training Emt- Initiated And/Or Sponsored (4710AD). Provide administrative support services for	AUTHORIZED BY STATUTE - 8(A)

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					the Emergency Management Institute course deliveries.	
1388	FLUOR ENTERPRISES INCORPORATED	10/31/2008	7/31/2009	\$140,000	Reference: Texas TX-Tropical Storm Allison-06-06-2001 (1379DR). Provide technical assistance to perform project closeouts and appeal resolution efforts in Houston, TX.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1389	BMG KETA JV, L.L.C.	12/3/2008	10/30/2008	\$133,420	Reference: Louisiana Hurricane Gustav (1786DR). Emergency repair of roof structures at the Carville staging site in response to LA disaster.	UNUSUAL AND COMPELLING URGENCY
1390	HARVEY'S MOBILE HOMES INC	12/8/2008	12/8/2008	\$120,813	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1391	XEROX CORPORATION	11/26/2008	11/30/2008	\$108,000	Reference: DRF-Virginia NPSC-Round Hill, VA (4420AD). Provide lease to own Xerox equipment - fifth and final year of lease.	ONLY ONE SOURCE - OTHER
1392	LONE STAR R V SALES INC	12/9/2008	12/9/2008	\$107,700	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1393	THOMPSON CAMPERS, INC	12/18/2008	12/23/2008	\$104,513	Reference: Texas Hurricane Ike (1791DR). Provide park model trailers in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1394	JASPER-NEWTON ELECTRIC CO-OP, INC	10/16/2008	4/15/2009	\$100,000	Reference: Texas Hurricane Ike (1791DR). Provide electrical utility services for pad leases at Outback Mobile Home Park.	UTILITIES FAR 41.2
1395	MIDAMERICAN ENERGY COMPANY	10/16/2008	9/30/2009	\$99,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to FEMA pads at South View Mobile Home Park in response to IA disaster.	UTILITIES FAR 41.2
1396	INTERSTATE POWER AND LIGHT COMPANY	10/15/2008	1/31/2009	\$97,900	Reference: Iowa Severe Storms,	UTILITIES FAR 41.2

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Tornadoes, And Flooding (1763DR). Provide electrical utility services for designated FEMA pads at Five Seasons Mobile Home Park in Cedar Rapids, IA.	
1397	PUERTO RICO ELECTRIC POWER AUTHORITY	11/12/2008	9/30/2009	\$97,500	Reference: DRF- Puerto Rico NPSC (4440AD). Provide electrical utility services for the Puerto Rico NPSC.	ONLY ONE SOURCE - OTHER
1398	INTERSTATE POWER AND LIGHT COMPANY	10/16/2008	9/30/2009	\$95,700	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for 29 FEMA leased pads at Kirkwood Estates Mobile Home Park.	UTILITIES FAR 41.2
1399	INTERSTATE POWER AND LIGHT COMPANY	10/15/2008	3/31/2009	\$95,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for designated FEMA pads at Marion Village Mobile Home Park in Cedar Rapids, IA.	UTILITIES FAR 41.2
1400	PUERTO RICO ELECTRIC POWER AUTHORITY	10/30/2008	9/30/2009	\$90,000	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide electrical utility services for the Caribbean Area Division.	UTILITIES FAR 41.2
1401	INTERSTATE POWER AND LIGHT COMPANY	10/15/2008	1/31/2009	\$89,100	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for designated FEMA pads at Cedar Terrace Mobile Home Park.	UTILITIES FAR 41.2
1402	INTERSTATE POWER AND LIGHT COMPANY	10/15/2008	12/31/2008	\$86,625	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for designated FEMA pads at Marion Mobile Home Park.	UTILITIES FAR 41.2
1403	INTERSTATE POWER AND LIGHT COMPANY	10/14/2008	9/30/2009	\$85,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR).	UTILITIES FAR 41.2

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Provide electrical utility services for designated FEMA pads at Eagles Ridge Mobile Home Park.	
1404	PODS ENTERPRISES INCORPORATED	12/4/2008	2/17/2009	\$85,754	Reference: Texas Hurricane Ike (1791DR). Provide usage of 75 portable on-demand storage (PODS) in Oak Island, Texas in response to Hurricane Ike.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1405	INTERSTATE POWER AND LIGHT COMPANY	10/15/2008	3/31/2009	\$82,500	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for FEMA leased pads at Bali Hai Mobile Home Park.	UTILITIES FAR 41.2
1406	INTERSTATE POWER AND LIGHT COMPANY	10/20/2008	9/30/2009	\$82,500	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in response to IA disaster.	UTILITIES FAR 41.2
1407	M.A.S.S. SERVICES, INC.	10/6/2008	10/28/2008	\$81,984	Reference: Louisiana Hurricane Ike (1792DR). Provide portable shower for use at Johnson Bayou, LA in support of Ike disaster operations.	AUTHORIZED BY STATUTE
1408	WASHINGTON GAS LIGHT COMPANY	11/21/2008	11/30/2009	\$75,000	Reference: DRF, Rent Charges For Office Space (4005RS). Provide utility services (natural gas) for the Frederick Logistics Center in MD.	UTILITIES FAR 41.2
1409	GRODNER & ASSOCIATES LLC	11/4/2008	12/31/2008	\$70,000	Reference: Louisiana Hurricane Katrina (1603DR). Legal settlement CBA No. 892, 893, 894. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1410	ATCHAFALAYA RV CENTER LLC	12/15/2008	3/3/2006	\$67,520	Reference: Louisiana Hurricane Katrina (1603DR). Ratification of an unauthorized commitment for trailers. Awardee was a local vendor.	AUTHORIZED BY STATUTE

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1411	LINN COUNTY RURAL ELECTRIC COOP ASSOCIATION	10/22/2008	9/30/2009	\$66,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units.	UTILITIES FAR 41.2
1412	VERIZON FEDERAL INC.	12/17/2008	1/31/2009	\$65,454	Reference: Multiple Fund Codes. Provide telecommunication support services.	UNUSUAL AND COMPELLING URGENCY
1413	ALPHAPOINTE ASSOCIATION FOR THE BLIND	10/8/2008	9/30/2009	\$65,000	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide supplies and equipment through AbilityOne agency in response to IN disaster.	DIRECTED TO JWOD NONPROFIT AGENCY
1414	CITY OF HOPE	11/6/2008	9/30/2012	\$65,000	Reference: DRF-EHU-National Sites-Katrina Funding (4521EH). Provide utility services.	ONLY ONE SOURCE - OTHER
1415	INTERSTATE POWER AND LIGHT COMPANY	10/4/2008	9/30/2009	\$62,700	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in response to IA disaster.	UTILITIES FAR 41.2
1416	BUCKY'S PORTABLE TOILETS, INC.	10/10/2008	10/8/2008	\$62,150	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1417	LINN COUNTY RURAL ELECTRIC COOP ASSOCIATION	10/16/2008	3/31/2009	\$62,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to Golf View Mobile Home Park in support of IA disaster operations.	UTILITIES FAR 41.2
1418	ALPHAPOINTE ASSOCIATION FOR THE BLIND	10/17/2008	12/30/2008	\$60,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies through AbilityOne agency for restocking purposes for joint field office and satellite offices.	DIRECTED TO JWOD NONPROFIT AGENCY
1419	ALPHAPOINTE ASSOCIATION	12/16/2008	9/30/2009	\$50,000	Reference: Iowa	DIRECTED TO

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
	FOR THE BLIND				Severe Storms, Tornadoes, And Flooding (1763DR). Provide office supplies through AbilityOne agency for restocking purposes for joint field office and satellite offices.	JWOD NONPROFIT AGENCY
1420	MIDAMERICAN ENERGY COMPANY	10/14/2008	9/30/2009	\$49,500	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to FEMA pads at Cedar Knoll Mobile Home Park for FY2009 in response to IA disaster.	UTILITIES FAR 41.2
1421	BUCKY'S PORTABLE TOILETS, INC.	10/14/2008	11/30/2008	\$46,390	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1422	BUCKY'S PORTABLE TOILETS, INC.	10/29/2008	11/30/2008	\$43,050	Reference: Texas Hurricane Ike (1791DR). Provide janitorial services in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1423	NVISION SOLUTIONS INCORPORATED	12/29/2008	4/30/2009	\$37,500	Reference: DRF-FEMA Office For Gulf Coast Recovery (7491KA). Provide GIS/IT services for the FEMA Biloxi transitional recovery office.	AUTHORIZED BY STATUTE - 8(A)
1424	EASTERN IOWA LIGHT & POWER COOPERATIVE, INC	10/22/2008	9/30/2009	\$33,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in support of IA disaster operations.	UTILITIES FAR 41.2
1425	OFFICE DEPOT INCORPORATED	11/24/2008	1/31/2009	\$30,000	Reference: California Wildfires (1810DR). Provide office supplies in support of CA disaster operations.	UNUSUAL AND COMPELLING URGENCY
1426	DWYER & CAMBRE A P L C	12/1/2008	12/31/2008	\$28,640	Reference: Louisiana Hurricane Katrina (1603DR). Settlement of legal fees of Wayne C. Ducote V Martin Cusman CDCno08-	AUTHORIZED BY STATUTE

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					2636 concerning OPSCO tents.	
1427	INDUSTRIES FOR THE BLIND, INC.	10/29/2008	11/14/2008	\$27,200	Reference: Louisiana Hurricane Katrina (1603DR). Provide bond paper in support of Katrina office operations.	DIRECTED TO JWOD NONPROFIT AGENCY
1428	INTERSTATE POWER AND LIGHT COMPANY	10/16/2008	9/30/2009	\$26,400	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for FEMA pads at Lazy K in support of IA disaster operations.	UTILITIES FAR 41.2
1429	K.A.M. INC. OF CORBIN	12/12/2008	3/31/2009	\$25,000	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Provide housing deactivation services in support of PA disaster operations.	FOLLOW-ON CONTRACT
1430	EASTERN IOWA LIGHT & POWER COOPERATIVE, INC	10/16/2008	9/30/2009	\$23,100	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to seven Louisa Court pad leases in support of IA disaster operations.	UTILITIES FAR 41.2
1431	ASSOCIATION OF STATE FLOODPLAIN MANAGERS, INC, THE	10/23/2008	11/21/2008	\$22,830	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide two one day workshops on flood management.	ONLY ONE SOURCE - OTHER
1432	ALLIANCE MANAGEMENT CORPORATION	11/19/2008	1/31/2009	\$22,500	Reference: California Wildfires (1810DR). Provide 100 parking cards in support of CA disaster operations.	UNUSUAL AND COMPELLING URGENCY
1433	LUMBERTON MUNICIPAL UTILITY DISTRICT	10/19/2008	4/18/2009	\$22,000	Reference: Texas Hurricane Ike (1791DR). Provide water utility services for several manufactured home parks.	UTILITIES FAR 41.2
1434	PEARL RIVER VALLEY ELECTRIC POWER ASSOCIATION	10/15/2008	10/14/2009	\$21,600	Reference: DRF- Emergency Housing Units-Lottle, La (4526EH). Provide new lighting system at Purvis, MS EHU TSA and Carnes, MS EHU TSA.	ONLY ONE SOURCE - OTHER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1435	NINNESCAH RURAL ELECTRIC COOPERATIVE ASSN INCORPORATED	10/20/2008	6/30/2009	\$20,000	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). Provide service and maintenance for Greensburg group site electrical substation.	ONLY ONE SOURCE - OTHER
1436	INTERSTATE POWER AND LIGHT COMPANY	10/21/2008	9/30/2009	\$19,800	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in response to IA disaster.	UTILITIES FAR 41.2
1437	POLYCOM, INC.	10/20/2008	9/30/2009	\$18,025	Reference: Florida Tropical Storm Bonnie And Hurricane Charley (1539DR). Provide CVE class for FRO IT personnel.	ONLY ONE SOURCE - OTHER
1438	RYDER TRUCK RENTAL INC	10/21/2008	12/15/2008	\$16,000	Reference: Texas Hurricane Ike (1791DR). Rental of four box trailers to haul supplies and equipment to various locations in response to Hurricane Ike in TX.	UNUSUAL AND COMPELLING URGENCY
1439	ALLIANCE MANAGEMENT CORPORATION	11/20/2008	1/31/2009	\$15,628	Reference: California Wildfires (1810DR). Provide warehouse space for CA disaster operations in Pasadena.	UNIQUE SOURCE
1440	ALPHAPOINTE ASSOCIATION FOR THE BLIND	11/13/2008	11/12/2009	\$15,000	Reference: Missouri Severe Storms And Flooding (1773DR). Provide office supplies through AbilityOne agency in support of MO disaster operations.	DIRECTED TO JWOD NONPROFIT AGENCY
1441	ALLIANCE MANAGEMENT CORPORATION	10/14/2008	9/30/2009	\$14,400	Reference: California Northridge Earthquake (1008DR). Monthly charges for additional electrical usage by the Pasadena Recovery Office.	UTILITIES FAR 41.2
1442	SCRANTON MALL ASSOCIATES	12/15/2008	1/31/2009	\$13,250	Reference: Pennsylvania Severe Storms, Flooding, And Mudslides (1649DR). Payment vehicle for GSA lease of office space in	FOLLOW-ON CONTRACT

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					support of PA disaster.	
1443	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR FALLS, IOWA	10/14/2008	9/30/2009	\$13,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to designated pads while leased to FEMA in response to IA disaster.	UTILITIES FAR 41.2
1444	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR FALLS, IOWA	10/14/2008	9/30/2009	\$13,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to Dietrich Mobile Home Park for pads designated by FEMA for FY2009 in support of IA disaster.	UTILITIES FAR 41.2
1445	INTERSTATE POWER AND LIGHT COMPANY	10/16/2008	9/30/2009	\$13,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to FEMA leased pads at Grand View Mobile Home Park in support of IA disaster operations.	UTILITIES FAR 41.2
1446	INTERSTATE POWER AND LIGHT COMPANY	10/20/2008	9/30/2009	\$13,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in response to IA disaster.	UTILITIES FAR 41.2
1447	LEIF JOHNSON FORD LTD	12/18/2008	3/31/2009	\$13,200	Reference: Texas Hurricane Ike (1791DR). Rental of passenger van in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY
1448	PREMIER AND COMPANIES INCORPORATED	12/29/2008	1/9/2009	\$13,095	Reference: Mississippi Hurricane Katrina (1604DR). Procurement of office supplies for the Biloxi, MS field office in support of Hurricane Katrina recovery efforts. Awardee was a local vendor.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1449	NSTAR ELECTRIC COMPANY	12/30/2008	9/30/2009	\$11,000	Reference: DRF- Surge-Disastr Suprt	ONLY ONE SOURCE -

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Accts-Pre-Declare/Mobiliztn (7220SU). Provide electrical utility services.	OTHER
1450	GOVPLACE	10/9/2008	10/31/2008	\$10,456	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Provide laserjet printers to be sent to Mount Weather when the joint field office closes.	UNUSUAL AND COMPELLING URGENCY
1451	PUGET SOUND ENERGY, INC.	10/14/2008	9/30/2009	\$10,000	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide electrical power/natural gas services in support of WA disaster operations.	UTILITIES FAR 41.2
1452	NINNECAH RURAL ELECTRIC COOPERATIVE ASSN INCORPORATED	10/29/2008	6/30/2009	\$10,000	Reference: Kansas Severe Storms, Tornadoes, And Flooding (1699DR). Provide service and maintenance for Greensburg group site electrical substation.	ONLY ONE SOURCE - OTHER
1453	ADVANCED SYSTEMS, INC.	10/31/2008	12/31/2008	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of high speed printers for IA field offices.	UNUSUAL AND COMPELLING URGENCY
1454	BUSINESS WORLD, LTD	11/4/2008	9/30/2009	\$10,000	Reference: Virgin Islands Hurricane Omar (1807DR). Rental of copiers.	SIMPLIFIED ACQUISITION (SAPS)
1455	THE KANE COMPANY	11/6/2008	9/30/2013	\$10,000	Reference: DRF- Maryland NPSC- Hyattsville, MD (4410AD). Provide warehouse storage of office supplies, furniture, equipment, and materials as necessary for the MD-NPSC.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1456	V 14 TRUCK & AUTO SERVICE	11/15/2008	1/30/2009	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home axles and tires.	UNUSUAL AND COMPELLING URGENCY
1457	ALLIANCE MANAGEMENT CORPORATION	11/20/2008	1/31/2009	\$10,000	Reference: California Wildfires (1810DR). Provide after-hours custodial services in	ONLY ONE SOURCE - OTHER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					support of CA disaster operations.	
1458	THE RALPH M. PARSONS	11/20/2008	1/31/2009	\$10,000	Reference: California Wildfires (1810DR). Overtime HVAC charges associated with CA disaster operations.	ONLY ONE SOURCE - OTHER
1459	BUSINESS WORLD, LTD	11/24/2008	9/30/2009	\$10,000	Reference: Virgin Islands Hurricane Omar (1807DR). BPA for IT supplies to support VI disaster operations.	SIMPLIFIED ACQUISITION (SAPS)
1460	GRODNER & ASSOCIATES LLC	12/15/2008	11/19/2008	\$10,000	Reference: Louisiana Hurricane Katrina (1603DR). Legal settlement GREENE vs FEMA CBCA NO.49. Awardee was a local vendor.	AUTHORIZED BY STATUTE
1461	V 14 TRUCK & AUTO SERVICE	12/16/2008	1/30/2009	\$10,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Repair/replace mobile home axles and tires.	UNUSUAL AND COMPELLING URGENCY
1462	MIDAMERICAN ENERGY COMPANY	10/16/2008	9/30/2009	\$9,900	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services to Prairie View Mobile Home Park in support of IA disaster efforts.	UTILITIES FAR 41.2
1463	MUNICIPAL ELECTRIC UTILITY OF THE CITY OF CEDAR FALLS, IOWA	10/22/2008	9/30/2009	\$9,900	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility service for applicant temporary housing in support of IA recovery efforts.	UTILITIES FAR 41.2
1464	A1 SMITHS SEPTIC SERVICE INC	10/20/2008	4/22/2009	\$9,880	Reference: Texas Hurricane Ike (1791DR). Rental of portable toilets supporting TX disaster recovery efforts.	MICRO PURCHASE THRESHOLD
1465	TRUSTEES OF INDIANA UNIVERSITY	12/4/2008	12/18/2008	\$9,600	Reference: Indiana Severe Storms And Flooding (1795DR). Provide HAZUS-MH training from IUPUI professor.	SIMPLIFIED ACQUISITION (SAPS)
1466	CITY OF JASPER	10/20/2008	10/31/2009	\$8,866	Reference: Texas Hurricane Ike (1791DR). Provide/install a lighting system for the FEMA staging	ONLY ONE SOURCE - OTHER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					area supporting TX disaster.	
1467	STATE POLICE, LOUISIANA DEPARTMENT OF	11/12/2008	11/14/2008	\$8,500	Reference: Louisiana Hurricane Gustav (1786DR). Support State sheltering summit following Hurricane Gustav disaster.	ONLY ONE SOURCE - OTHER
1468	PULITZER INC	12/10/2008	12/29/2008	\$8,200	Reference: Missouri Severe Storms And Flooding (1773DR). Provide public notice to be printed in the St. Louis Dispatch.	ONLY ONE SOURCE - OTHER
1469	H & V HEAVY EQUIPMENT INC	12/9/2008	12/30/2008	\$7,522	Reference: Virgin Islands Hurricane Omar (1807DR). Provide dumpster and temporary help to destroy expired MREs.	SIMPLIFIED ACQUISITION (SAPS)
1470	PITNEY BOWES INC	12/3/2008	10/31/2013	\$7,015	Reference: DRF- Disaster Assistance Directorate-NPSCs (4425RS). Lease of automated postage meters in support of existing mail operations for disaster mail applicants.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1471	WAVERLY MANAGEMENT INC	11/3/2008	12/31/2008	\$6,858	Reference: DRF- Surge-Disastr Suprt Accets-Pre-Declare/Mobilztn (7220SU). Provide heat pump operations during extended hours to support Hanna.	UTILITIES FAR 41.2
1472	SOUTHERN HELICOPTERS INC	12/3/2008	9/22/2008	\$6,684	Reference: Louisiana Hurricane Gustav (1786DR). Provide chartered helicopter services as needed for assessing the impact of Hurricane Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1473	INTERSTATE POWER AND LIGHT COMPANY	10/21/2008	9/30/2009	\$6,600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide electrical utility services for applicant temporary housing units in response to IA disaster.	UTILITIES FAR 41.2
1474	INTERSTATE POWER AND LIGHT COMPANY	10/21/2008	9/30/2009	\$6,600	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR).	UTILITIES FAR 41.2

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Provide electrical utility services for applicant temporary housing units located at West Park Mobile Home Park in Cedar Rapids, IA.	
1475	R S MEANS COMPANY INC	11/22/2008	11/30/2009	\$6,244	Reference: Texas Hurricane Ike (1791DR). Provide eighteen one year subscriptions to RS Means Cost Estimator in support of TX disaster operations.	UNIQUE SOURCE
1476	SOUTHERN HELICOPTERS INC	10/24/2008	9/22/2008	\$6,179	Reference: Louisiana Hurricane Gustav (1786DR). Provide chartered helicopter services as needed for assessing the impact of Hurricane Gustav. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1477	WILDFLOWER INTERNATIONAL LIMITED	10/14/2008	11/4/2008	\$6,037	Reference: Texas Hurricane Ike (1791DR). Provide HP Storage Works with accessories.	
1478	THE RALPH M. PARSONS	11/20/2008	1/31/2009	\$6,000	Reference: California Wildfires (1810DR). Electrical charges associated with overtime use of the EMON unit in support of CA disaster.	ONLY ONE SOURCE - OTHER
1479	R S MEANS COMPANY INC	10/17/2008	10/17/2008	\$5,752	Reference: Texas Hurricane Ike (1791DR). Provide building costworks cost data in CD and book formats.	UNIQUE SOURCE
1480	ANCHORAGE DAILY NEWS, INC.	11/14/2008	12/31/2008	\$5,666	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide DAE recruitment ad.	ONLY ONE SOURCE - OTHER
1481	CITY OF JASPER	10/8/2008	1/6/2009	\$5,240	Reference: Texas Hurricane Ike (1791DR). Rental of dumpster supporting TX disaster operations.	ONLY ONE SOURCE - OTHER
1482	AMERICAN BAR ASSOCIATION	10/4/2008	12/31/2008	\$5,000	Reference: Texas Hurricane Ike (1791DR). Provide legal services from a mandatory source for Ike disaster victims.	ONLY ONE SOURCE - OTHER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1483	AMERICAN BAR ASSOCIATION	10/9/2008	3/1/2009	\$5,000	Reference: Louisiana Hurricane Ike (1792DR). Provide disaster legal services from mandatory source for Hurricane Ike victims.	AUTHORIZED BY STATUTE
1484	AMERICAN BAR ASSOCIATION	10/21/2008	12/5/2008	\$5,000	Reference: Indiana Severe Storms And Flooding (1795DR). Provide disaster legal services from mandatory source for Hurricane Ike victims.	AUTHORIZED BY STATUTE
1485	HARTFORD STEAM BOILER INSPECTION AND INSURANCE COMPANY OF CT INCORPORATED T	10/29/2008	9/30/2009	\$5,000	Reference: DRF-House Inspect Svcs-05/16/08:Replaced By 4426Rd (4407AD). Continuation of ISO 9001-2000 certification.	FOLLOW-ON CONTRACT
1486	POWELL MOVING & STORAGE, INC	11/4/2008	12/31/2008	\$5,000	Reference: Michigan Severe Storms, Tornadoes, And Flooding (1777DR). Provide temporary movers for the joint field office supporting MI disaster operations.	UNUSUAL AND COMPELLING URGENCY
1487	UNITED RENTALS INCORPORATED (3538)	11/20/2008	9/30/2009	\$5,000	Reference: California Wildfires (1810DR). Provide rental of forklift necessary for off loading and loading trucks of equipment and furniture in support of CA disaster.	UNUSUAL AND COMPELLING URGENCY
1488	AMERICAN BAR ASSOCIATION	12/4/2008	5/17/2010	\$5,000	Reference: California Wildfires (1810DR). Provide legal services in support of CA disaster operations.	UNUSUAL AND COMPELLING URGENCY
1489	MARV'S REPAIR	12/8/2008	9/30/2009	\$5,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide EHU tire repair services.	MICRO PURCHASE THRESHOLD
1490	AMERICAN BAR ASSOCIATION	12/10/2008	9/30/2009	\$5,000	Reference: Missouri Severe Storms, Flooding, And A Tornado (1809DR). Provide legal services in support of MO disaster operations.	UNUSUAL AND COMPELLING URGENCY
1491	ALLIANCE MANAGEMENT CORPORATION	12/16/2008	1/31/2009	\$4,903	Reference: California Wildfires (1810DR). Provide 100 parking cards in support of CA disaster	UNUSUAL AND COMPELLING URGENCY

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1492	WINSTON SALEM INDUSTRIES FOR THE BLIND INCORPORATED	10/7/2008	9/30/2009	\$4,799	operations. Reference: DRF- Puerto Rico NPSC (4440AD). Provide replenishment of supplies and materials essential to assist employees working at the Trujillo Alto PR facility in support of agency's mission and to maintain adequate conditions in the facility. Vendor is the only AbilityOne supplier in Puerto Rico.	ONLY ONE SOURCE - OTHER
1493	PIKES ON THE RIVER	10/15/2008	10/31/2008	\$4,600	Reference: Alaska Severe Storms, Flooding, Landslides, And Mudslides (1796DR). Rental of conference space in support of AK Presidential disaster declaration activities.	UNUSUAL AND COMPELLING URGENCY
1494	CIMARRON MOBILE HOME PARK, LTD.	12/6/2008	5/19/2009	\$4,500	Reference: Texas Hurricane Ike (1791DR). Provide water utility services for commercial mobile home park in support of TX disaster operations.	UTILITIES FAR 41.2
1495	IESI CORPORATION	11/28/2008	12/20/2008	\$4,240	Reference: Louisiana Hurricane Gustav (1786DR). Provide rental and servicing of dumpsters for state emergency shelters.	UNUSUAL AND COMPELLING URGENCY
1496	WILLIAMS SCOTSMAN INCORPORATED	12/16/2008	12/15/2008	\$4,140	Reference: Mississippi Hurricane Katrina (1604DR). Rental of 49 X 14 office trailer to be used as a mailroom for the transitional recovery office.	UNUSUAL AND COMPELLING URGENCY
1497	UNITED RENTALS, INC.	10/9/2008	12/31/2008	\$4,000	Reference: Oklahoma Severe Storms And Flooding (1775DR). Rental of forklift for OK disaster operations.	UNUSUAL AND COMPELLING URGENCY
1498	UNITED PARCEL SERVICE, INC (OH)	10/24/2008	10/24/2009	\$4,000	Reference: DRF- Virginia NPSC- Round Hill, VA (4420AD). Provide express mail delivery services.	ONLY ONE SOURCE - OTHER
1499	H & V HEAVY EQUIPMENT INC	10/29/2008	11/30/2008	\$4,000	Reference: DRF- Surge-Disastr Suprt Accts-Pre-	SIMPLIFIED ACQUISITION (SAPS)

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Declare/Mobilize (7220SU). Provide dumpster and temporary help to destroy expired MREs.	
1500	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	10/1/2008	12/31/2008	\$3,900	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of van necessary for the transportation of supplies and miscellaneous materials from the joint field office to FEMA satellite offices.	UNUSUAL AND COMPELLING URGENCY
1501	CONTEMPORARY CYBERNETICS GROUP, INC	10/31/2008	10/31/2009	\$3,795	Reference: Washington Severe Storms, Flooding, Landslides, And Mudslides (1734DR). Provide maintenance for the server.	ONLY ONE SOURCE - OTHER
1502	ADVANCED BUSINESS COPIERS	10/8/2008	1/9/2009	\$3,600	Reference: Texas Hurricane Ike (1791DR). Rental of fax machines for the area field office to handle payroll supporting Ike disaster operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1503	PUERTO RICO ELECTRIC POWER AUTHORITY	10/30/2008	9/30/2009	\$3,600	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide utility services for the Maunabo warehouse.	UTILITIES FAR 41.2
1504	DELL MARKETING LIMITED PARTNERSHIP	12/1/2008	12/1/2009	\$3,484	Reference: Louisiana Hurricane Katrina (1603DR). Provide extended warranty on two GUI servers in support of LA Katrina field office.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1505	TRIPLETT OFFICE ESSENTIALS CORPORATION	12/16/2008	12/31/2008	\$3,380	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide office IT supplies.	UNUSUAL AND COMPELLING URGENCY
1506	ALLIANCE MANAGEMENT CORPORATION	10/21/2008	9/30/2009	\$3,000	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide air conditioning services in support of CA disaster	UTILITIES FAR 41.2

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1507	PRICE MEDIA GROUP, INC.	10/31/2008	9/8/2008	\$3,000	operations. Reference: Florida Tropical Storm Fay (1785DR). Rental of copier machines to support activities at the joint field office in Orlando, FL.	UNUSUAL AND COMPELLING URGENCY
1508	DUCKWORTH REALTY, INC.	11/12/2008	2/11/2009	\$3,000	Reference: Mississippi Hurricane Katrina (1604DR). Rental of conference room for FEMA training purposes.	MICRO PURCHASE THRESHOLD
1509	VIRGIN ISLAND WATER & POWER AUTHORITY	12/8/2008	9/30/2009	\$3,000	Reference: Virgin Islands Hurricane Omar (1807DR). Provide electrical utility services for the FEMA bunker in St. Thomas.	UTILITIES FAR 41.2
1510	ANNIS PETROLEUM PRODUCTS INC	12/12/2008	9/30/2009	\$3,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide propane refills for forklifts supporting IA disaster operations.	MICRO PURCHASE THRESHOLD
1511	ANNIS PETROLEUM PRODUCTS INC	10/6/2008	9/30/2009	\$2,915	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide propane refills for forklifts supporting IA disaster operations.	MICRO PURCHASE THRESHOLD
1512	A TARP SOLUTION, INC.	10/15/2008	11/14/2008	\$2,830	Reference: DRF-Logistics-Commodity Support (4526RS). Provide tarps for USACE testing.	MICRO PURCHASE THRESHOLD
1513	TRIPLETT OFFICE ESSENTIALS CORPORATION	11/17/2008	11/18/2008	\$2,732	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide paper in support of IA disaster operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1514	TED HEBERT, L.L.C.	11/20/2008	10/24/2008	\$2,700	Reference: Louisiana Hurricane Gustav (1786DR). Rental of toilets and wash stands to support Gustav response efforts in LA. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1515	SHARP ELECTRONICS CORPORATION	12/3/2008	9/30/2009	\$2,700	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR).	UNIQUE SOURCE

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Maintenance of color copier in support of WA disaster operations.	
1516	TRIPLETT OFFICE ESSENTIALS CORPORATION	12/12/2008	9/30/2009	\$2,696	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Delivery of copier paper. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1517	TED HEBERT, L.L.C.	10/22/2008	10/17/2008	\$2,650	Reference: Louisiana Hurricane Gustav (1786DR). Rental of toilets and wash stands to support Gustav response efforts in LA. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1518	IRON MOUNTAIN/PACIFIC RECORDS MANAGEMENT, INC.	10/20/2008	9/30/2009	\$2,595	Reference: California Northridge Earthquake (1008DR). Provide off-site data storage services.	FOLLOW-ON CONTRACT
1519	ALLIANCE MANAGEMENT CORPORATION	10/30/2008	9/30/2009	\$2,500	Reference: California Northridge Earthquake (1008DR). Provide services to the Northridge long-term recovery office not covered under the terms of the current lease.	FOLLOW-ON CONTRACT
1520	GREAT SPRING WATERS OF AMERICA, INC	11/21/2008	1/31/2009	\$2,500	Reference: California Wildfires (1810DR). Provide water utility services for CA disaster operations.	UTILITIES FAR 41.2
1521	EVER CLEAN JANITORIAL	11/26/2008	1/31/2009	\$2,500	Reference: Ohio Severe Wind Storm Associated With Tropical Depress (1805DR). Provide janitorial services for the area field office in Dayton, OH.	MICRO PURCHASE THRESHOLD
1522	A1 SMITHS SEPTIC SERVICE INC	10/20/2008	10/28/2008	\$2,340	Reference: Texas Hurricane Ike (1791DR). Rental of portable toilets supporting TX disaster recovery efforts.	MICRO PURCHASE THRESHOLD
1523	PODS ENTERPRISES INCORPORATED	12/16/2008	2/17/2009	\$2,236	Reference: Texas Hurricane Ike (1791DR). Provide usage of 75 portable on-demand storage (PODS) in Oak Island, Texas in response to Hurricane	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1524	P V RENTALS, LTD	10/7/2008	10/14/2008	\$2,034	Reference: Texas Hurricane Ike (1791DR). Rental of vans for the area field office in support of Ike operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1525	AMERICAN BAR ASSOCIATION	10/4/2008	6/30/2009	\$2,000	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Implement disaster legal service program - 800 call-n...	UNIQUE SOURCE
1526	GREENE, INC.	11/18/2008	9/30/2009	\$2,000	Reference: Ohio Severe Wind Storm Associated With Tropical Depress (1805DR). Provide document shredding services.	MICRO PURCHASE THRESHOLD
1527	UNITED RENTALS, INC.	10/23/2008	11/20/2008	\$1,968	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of diesel light towers in support of IA disaster operations.	UNUSUAL AND COMPELLING URGENCY
1528	CALIFORNIA STATE UNIVERSITY, FULLERTON	11/17/2008	5/31/2009	\$1,800	Reference: California Wildfires, Flooding, Mud Flows, And Debris Flows (1731DR). Provide research on historic properties that may be affected by proposed projects.	MICRO PURCHASE THRESHOLD
1529	DOCUMENT DESTRUCTION INC	10/15/2008	4/30/2009	\$1,644	Reference: Texas Hurricane Ike (1791DR). Provide scanning capabilities to existing copier machine rentals. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1530	A1 SMITHS SEPTIC SERVICE INC	10/9/2008	10/21/2008	\$1,580	Reference: Texas Hurricane Ike (1791DR). Rental of portable toilets supporting TX disaster recovery efforts.	MICRO PURCHASE THRESHOLD
1531	WASTE MANAGEMENT INC	11/11/2008	3/31/2009	\$1,536	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide dumpster rental.	MICRO PURCHASE THRESHOLD
1532	RAPIDS REPRODUCTIONS, INC.	11/5/2008	1/31/2009	\$1,500	Reference: Iowa Severe Storms, Tornadoes, And	MICRO PURCHASE THRESHOLD

Q1 FY 2009 PART A - NONCOMPETITIVE AWARDS EXCLUDING PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Flooding (1763DR). Rental of one HP DesignJet Z3100 photo printer for three months.	
1533	RSC EQUIPMENT RENTAL INCORPORATED	11/11/2008	2/14/2009	\$1,500	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Rental of scaffolding equipment in support of IA disaster operations.	ONLY ONE SOURCE - OTHER
1534	P V RENTALS, LTD	10/11/2008	10/17/2008	\$1,463	Reference: Texas Hurricane Ike (1791DR). Rental of vans for Congressman to visit Galveston, TX in response to Hurricane Ike. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1535	IBERIA PARISH GOVERNMENT	12/12/2008	12/31/2008	\$1,400	Reference: Louisiana Hurricane Gustav (1786DR). Reimbursement for utility services.	UNUSUAL AND COMPELLING URGENCY
1536	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	10/17/2008	11/22/2008	\$1,399	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide lease of cargo van supporting IA disaster activities at the area field office in Cedar Falls.	SIMPLIFIED ACQUISITION (SAPS)
1537	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	10/27/2008	12/2/2008	\$1,399	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide lease of cargo van supporting IA disaster activities at the area field office in Cedar Falls.	SIMPLIFIED ACQUISITION (SAPS)
1538	FIESTA ASSOCIATES	12/12/2008	5/19/2009	\$1,350	Reference: Texas Hurricane Ike (1791DR). Provide water utility services for commercial pad leases in support of TX disaster operations.	UTILITIES FAR 41.2
1539	DENTON, CITY OF	10/7/2008	9/30/2009	\$1,248	Reference: DRF-Texas NPSC-Denton, TX (4430AD). Provide recycling services for the the FEMA/TXNPSC.	ONLY ONE SOURCE - OTHER
1540	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	10/11/2008	11/15/2008	\$1,200	Reference: Florida Tropical Storm Fay (1785DR). Rental of SUV for PC holders to use for purchasing	MICRO PURCHASE THRESHOLD

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					items required at the joint field office supporting FL disaster operations.	
1541	MARV'S REPAIR	10/27/2008	9/30/2009	\$1,200	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide EHU tire repair services.	MICRO PURCHASE THRESHOLD
1542	PUBLIC SERVICE ELECTRIC AND GAS COMPANY INC	11/7/2008	12/31/2009	\$1,200	Reference: New York Severe Storms, Flooding, And Tornado (1724DR). Provide electrical utility services in support of NY disaster operations.	UTILITIES FAR 41.2
1543	ENTERPRISE RENT-A-CAR GOVERNMENT PROCUREMENT, INC	11/12/2008	12/14/2008	\$1,200	Reference: Florida Tropical Storm Fay (1785DR). Rental of SUV for PC holders to use for purchasing items required at the joint field office supporting FL disaster operations.	MICRO PURCHASE THRESHOLD
1544	P V RENTALS, LTD	10/7/2008	10/14/2008	\$1,118	Reference: Texas Hurricane Ike (1791DR). Rental of vans for the area field office in support of Ike operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1545	RFV ENTERPRISES, INC.	10/9/2008	1/9/2009	\$1,070	Reference: Texas Hurricane Ike (1791DR). Rental of water coolers supporting Ike operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1546	WIRELESS EXTENDERS, INC.	10/22/2008	1/2/2009	\$1,040	Reference: Kentucky Severe Wind Storm Associated With Tropical Depress (1802DR). Provide WIEEX Zboost dual band propack (signal booster) to support Region VI - Thomasville, GA location.	SIMPLIFIED ACQUISITION (SAPS)
1547	CINTAS CORPORATION	10/14/2008	9/30/2009	\$1,008	Reference: California Northridge Earthquake (1008DR). Provide shredding and recycling services in support of CA disaster operations.	MICRO PURCHASE THRESHOLD
1548	CINTAS CORPORATION	10/21/2008	9/30/2009	\$1,008	Reference: California Wildfires, Flooding, Mud Flows, And	MICRO PURCHASE THRESHOLD

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Debris Flows (1731DR). Provide shredding and recycling services in support of CA disaster operations.	
1549	SERVICE OFFICE & SUPPLY INC	10/23/2008	2/28/2009	\$1,000	Reference: Kansas Severe Storms And Flooding (1711DR). Rental of copier machines in support of KS disaster operations.	UNUSUAL AND COMPELLING URGENCY
1550	ALLIANCE MANAGEMENT CORPORATION	11/20/2008	1/31/2009	\$1,000	Reference: California Wildfires (1810DR). Provide guard services in support of CA disaster operations.	MICRO PURCHASE THRESHOLD
1551	FIVE STAR COACH WAYS, INC	10/23/2008	10/24/2008	\$900	Reference: DRF-MWEOC Reservist Recruitment & Deployment Ctr (4470RS). Provide motor coach roundtrip services deom Winchester to DC.	MICRO PURCHASE THRESHOLD
1552	CIRCLE TRAILER PARK, INC	12/6/2008	5/19/2009	\$900	Reference: Texas Hurricane Ike (1791DR). Provide utility services for commercial mobile home park in support of TX disaster operations.	UTILITIES FAR 41.2
1553	PINEY WOODS SANITATION, INC	10/21/2008	11/21/2008	\$860	Reference: Texas Hurricane Ike (1791DR). Provide dumpster for the MDRC in Jasper, TX.	ONLY ONE SOURCE - OTHER
1554	A1 SMITHS SEPTIC SERVICE INC	10/13/2008	10/15/2008	\$790	Reference: Texas Hurricane Ike (1791DR). Rental of portable toilets supporting TX disaster recovery efforts.	MICRO PURCHASE THRESHOLD
1555	WASTE MANAGEMENT OF TEXAS	11/7/2008	12/8/2008	\$779	Reference: Texas Hurricane Ike (1791DR). Rental of 20 cubic yard dumpster to support TX disaster operations.	MICRO PURCHASE THRESHOLD
1556	WASTE MANAGEMENT OF TEXAS	12/10/2008	1/15/2009	\$779	Reference: Texas Hurricane Ike (1791DR). Rental of 20 cubic yard dumpster to support TX disaster operations.	MICRO PURCHASE THRESHOLD
1557	WASTE MANAGEMENT OF TEXAS	10/11/2008	11/9/2008	\$641	Reference: Texas Hurricane Ike	MICRO PURCHASE

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					(1791DR). Rental of 20 cubic yard dumpster to support TX disaster operations.	THRESHOLD
1558	WASTE MANAGEMENT OF TEXAS	10/29/2008	11/10/2008	\$641	Reference: Texas Hurricane Ike (1791DR). Rental of 20 cubic yard dumpster to support TX disaster operations.	MICRO PURCHASE THRESHOLD
1559	DOCUMENT DESTRUCTION INC	10/15/2008	12/15/2008	\$640	Reference: Texas Hurricane Ike (1791DR). Install bins for shredding classified material in support of TX disaster operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1560	WASTE MANAGEMENT OF TEXAS	10/24/2008	11/8/2008	\$513	Reference: Texas Hurricane Ike (1791DR). Rental of 20 cubic yard dumpster to support TX disaster operations.	MICRO PURCHASE THRESHOLD
1561	SUPERIOR AUTO PAINT & BODY SHOP	12/19/2008	12/29/2008	\$508	Reference: Louisiana Hurricane Katrina (1603DR). Repair Chevy suburban.	MICRO PURCHASE THRESHOLD
1562	JEFF'S LAWN SERVICE	12/5/2008	3/30/2009	\$500	Reference: Ohio Severe Wind Storm Associated With Tropical Depress (1805DR). Provide snow plowing and salting of parking services at the area field office in Dayton, OH.	MICRO PURCHASE THRESHOLD
1563	MILLER SIGNAL DEVICES	11/19/2008	12/5/2008	\$497	Reference: California Northridge Earthquake (1008DR). Replace electronic door entry keypads.	MICRO PURCHASE THRESHOLD
1564	DOCUMENT DESTRUCTION INC	10/14/2008	11/12/2008	\$480	Reference: Texas Hurricane Ike (1791DR). Install bins for shredding classified material in support of TX disaster operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1565	DOCUMENT DESTRUCTION INC	11/13/2008	3/12/2009	\$480	Reference: Texas Hurricane Ike (1791DR). Install bins for shredding classified material in support of TX disaster operations.	UNUSUAL AND COMPELLING URGENCY

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Awardee was a local vendor.	
1566	METRO CARE CORP	10/15/2008	10/21/2008	\$469	Reference: Iowa Severe Storms, Tornadoes, And Flooding (1763DR). Provide ambulance service.	UNUSUAL AND COMPELLING URGENCY
1567	QUALITY MINI STORAGE	10/21/2008	2/28/2009	\$390	Reference: Kansas Severe Storms And Flooding (1711DR). Rental of one mini storage unit in support of KS disaster operations.	UNIQUE SOURCE
1568	JOHNNY AI PORTABLE TOILETS	10/20/2008	10/20/2008	\$360	Reference: Texas Hurricane Ike (1791DR). Rental of portable toilets in support of TX disaster operations.	SIMPLIFIED ACQUISITION (SAPS)
1569	CROWN EQUIPMENT CORPORATION	11/25/2008	11/28/2008	\$356	Reference: Texas Hurricane Ike (1791DR). Provide batteries for forklifts at the Logistics Center in Fort Worth.	UNUSUAL AND COMPELLING URGENCY
1570	CINTAS CORPORATION	11/20/2008	1/19/2009	\$336	Reference: California Wildfires (1810DR). Provide document destruction services.	MICRO PURCHASE THRESHOLD
1571	SUPERIOR LINEN SERVICE CO	10/16/2008	9/30/2009	\$325	Reference: Multiple Fund Codes. Provide commercial linen services.	MICRO PURCHASE THRESHOLD
1572	ALARM CENTER, INC.	10/16/2008	9/30/2009	\$300	Reference: Washington Severe Winter Storm, Landslides, And Mudslides (1682DR). Provide alarm monitoring services.	MICRO PURCHASE THRESHOLD
1573	RFV ENTERPRISES, INC.	12/9/2008	1/9/2009	\$299	Reference: Texas Hurricane Ike (1791DR). Rental of water coolers supporting Ike operations. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1574	XEROX CORPORATION	10/30/2008	9/30/2009	\$147	Reference: Puerto Rico Severe Storms And Flooding (1798DR). Provide maintenance on FEMA owned copiers.	FOLLOW-ON DELIVERY ORDER FOLLOWING COMPETITIVE INITIAL ORDER
1575	FLORIDA DEPARTMENT OF STATE	10/6/2008	10/17/2008	\$122	Reference: Florida Tropical Storm Fay (1785DR). Provide public notice for the FEMA joint field office supporting FL disaster.	MICRO PURCHASE THRESHOLD
1576	ADVANCED SYSTEMS, INC.	10/4/2008	11/30/2008	\$100	Reference: Iowa	UNUSUAL

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ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					Severe Storms, Tornadoes, And Flooding (1763DR). Rental of high speed printers for IA field offices.	AND COMPELLING URGENCY
1577	FLORIDA DEPARTMENT OF STATE	11/17/2008	11/17/2008	\$60	Reference: Florida Tropical Storm Fay (1785DR). Provide public notice for the FEMA joint field office supporting FL disaster.	MICRO PURCHASE THRESHOLD

PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
1578	FEDERAL SUPPLY SERVICE NATIONAL FURNITURE CENTER (3FN-CO)	10/14/2008	8/31/2009	\$210,142	Reference: Oregon Severe Storms, Flooding, Landslides, And Mudslides (1733DR). Unit pad leases in support of OR disaster operations.	ONLY ONE SOURCE - OTHER
1579	MYRTLE GROVE PROPERTIES INC	11/7/2008	3/31/2009	\$148,200	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1580	CALHOUN HOLDINGS LP	11/12/2008	3/31/2009	\$111,600	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1581	OAK PLACE TRAILER PARK	11/10/2008	3/31/2009	\$93,600	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1582	SUGAR HILL LIMITED LIABILITY COMPANY	11/16/2008	3/31/2009	\$70,000	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1583	HERITAGE HEIGHTS, LLC	11/5/2008	4/12/2009	\$63,360	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Unit pad leases for DHOPS supporting IN disaster.	UNUSUAL AND COMPELLING URGENCY
1584	QUAIL RIDGE LTD PARTNERS	12/11/2008	3/31/2009	\$62,400	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support	FOLLOW-ON CONTRACT

PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					Hurricane Katrina. Awardee was a local vendor.	
1585	ELVIN C. SIMPSON JR.	11/8/2008	3/31/2009	\$40,755	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1586	SOUTHEAST INVESTMENTS, LLC	11/20/2008	9/30/2008	\$27,843	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1587	GIFFORD RENTALS, INC.	11/26/2008	3/31/2009	\$25,200	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1588	WALKER SOUTH MOBILE HOME PARK	10/23/2008	9/30/2008	\$21,750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1589	TAUNTON, JERRY	12/2/2008	3/31/2009	\$21,600	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1590	LA OROCCA, PROPERTIES	12/16/2008	3/31/2009	\$21,000	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1591	CLEARVIEW MOBILE HOME PARK, L.L.C.	11/10/2008	3/31/2009	\$20,700	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1592	MARY ANN TRAILER PARK	11/17/2008	9/30/2008	\$18,030	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1593	GIFFORD RENTALS, INC.	12/2/2008	3/31/2009	\$14,400	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1594	GREEN ACRES MOBILE HOME PARK	10/1/2008	3/31/2009	\$11,700	Reference: Louisiana Hurricane Katrina (1603DR). This is a	FOLLOW-ON CONTRACT

PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
					follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	
1595	S & S STORAGE, LLC	12/12/2008	3/31/2009	\$10,800	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1596	CHALMETTE TRAILER PARK INC	10/6/2008	8/6/2008	\$9,600	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1597	HERITAGE HEIGHTS, LLC	11/5/2008	4/5/2009	\$9,600	Reference: Indiana Severe Storms, Flooding, And Tornadoes (1766DR). Unit pad leases for DHOPS supporting IN disaster.	ONLY ONE SOURCE - OTHER
1598	CAJUN TIDE BEACH RESORT L L C	11/8/2008	3/31/2009	\$9,450	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1599	COUNTRY ESTATES MOBILE HOME PARK	12/18/2008	3/31/2009	\$9,450	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1600	RANDOLPH MCCORMICK REALTY, INC.	10/7/2008	9/30/2008	\$8,365	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1601	PARK PLACE MOBILE HOMES LLC	10/22/2008	3/31/2009	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1602	KERSHAW'S CAJUN VILLAGE LLC	12/1/2008	3/31/2009	\$8,100	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1603	WELKIN ENTERPRISES LLC	12/8/2008	3/31/2009	\$6,000	Reference: Mississippi Hurricane Katrina (1604DR). Unit pad leases in support of	UNUSUAL AND COMPELLING URGENCY

PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPETED
					sheltering victims of Hurricane Katrina. This contract replaces HSFE04-06-P-4077 due to park ownership changes. Awardee was a local vendor.	
1604	RMSG CORP	11/8/2008	3/31/2009	\$5,400	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1605	SANET MOBILE HOME PARK, L.L.C.	12/29/2008	3/31/2009	\$5,100	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1606	MOREL'S GULF COAST PARK IN CAMPGROUND	12/15/2008	3/31/2009	\$4,170	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1607	CASCIO, ANDREW J	12/10/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1608	MEDRIC, LLC	12/15/2008	3/31/2009	\$3,000	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1609	LICCIARDI TRAILER PARK	12/3/2008	3/31/2009	\$2,469	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1610	C & J MOBILE HOME PARK	12/12/2008	3/31/2009	\$1,860	Reference: Louisiana Hurricane Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	FOLLOW-ON CONTRACT
1611	CAJUN TIDE BEACH RESORT L.L.C	11/8/2008	3/31/2009	\$1,425	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1612	DUNCAN HEIGHTS	10/1/2008	3/31/2009	\$1,320	Reference: Louisiana Hurricane	FOLLOW-ON

PART B - NONCOMPETITIVE PAD LEASES						
ITEM	CONTRACTOR	ISSUE DATE	COMPLETION DATE	OBLIGATION AMOUNT	DESCRIPTION OF REQUIREMENT	REASON NOT COMPLETED
	MOBILE HOME PARK				Katrina (1603DR). This is a follow on purchase order to extend pad leases issued in 2006 under unusual and compelling urgency to support Hurricane Katrina. Awardee was a local vendor.	CONTRACT
1613	JPF LLC	11/22/2008	9/30/2008	\$750	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1614	DELOUTHE PROPERTY RENTALS, LLC	11/8/2008	3/31/2009	\$650	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1615	NATIONWIDE COMMUNITIES PINECREST, INC.	11/22/2008	9/30/2008	\$587	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1616	PARKENHAM MOBILE HOME PARK	11/8/2008	3/31/2009	\$200	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY
1617	NEAL, CHARLES	12/5/2008	3/31/2009	\$167	Reference: Louisiana Hurricane Katrina (1603DR). Unit pad leases in support of sheltering victims of Hurricane Katrina. Awardee was a local vendor.	UNUSUAL AND COMPELLING URGENCY

Question: Please provide for the record a list of all contracts over \$1 million in total value executed by FEMA in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firm fixed price, etc.).

ANSWER: Please see the table on the following pages.

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
3-D DIASTER SERVICES INC	\$8,333.33	\$8,333.33	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REP-ALT/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA
3H TECHNOLOGY LLC	\$609,883	\$2,270,084	Fixed Price	30-Sep-08	29-Sep-09	PROGRAM REVIEW/DEVELOPMENT SERVICES	COMPUTER FACILITIES MANAGEMENT SERVICES	IT SUPPORT SERVICES FOR OCFO DASHBOARD
AERIENT, LLC	\$1,699,782	\$2,463,760	Fixed Price	17-Dec-07	14-Dec-12	ADP INF, BROADCAST & DIST SVCS	COMPUTER FACILITIES MANAGEMENT SERVICES	LABOR FOR FEMA INTERNET AND INTRANET SERVICES
AERIENT, LLC	\$1,646,282	\$1,576,583	Fixed Price	16-Apr-08	15-Dec-12	ADP INF, BROADCAST & DIST SVCS	COMPUTER FACILITIES MANAGEMENT SERVICES	LABOR FOR FEMA INTERNET AND INTRANET SERVICES

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
AGBAYANI CONST. CORP.	\$9,917,133	\$9,917,133	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA
Alltech, Inc.	\$9,616,440	\$9,616,440	Fixed Price	03-Oct-07	30-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	READINESS FOR HOUSING INSPECTION SERVICE CONTRACT.
Alltech, Inc.	\$3,095,154	\$4,582,416	Fixed Price	27-May-08	01-Jan-09	MISC TEST & INSPECT SVC	ENGINEERING SERVICES	ACTIVATION OF HIS INSPECTORS FOR IOWA DR-1763
Alltech, Inc.	\$3,346,112	\$5,019,168	Fixed Price	14-Jun-08	31-Dec-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	HOUSING INSPECTIONS FOR DR-1768 WISCONSIN
ALLTECH, INC.	\$11,576,950	\$15,430,954	Fixed Price	02-Sep-08	28-Feb-09	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	5000 HOUSING INSPECTIONS IN LOUISIANA AS A RESULT OF HURRICANE GUSTAV.
Alltech, Inc.	\$2,706,692	\$2,872,945	Fixed Price	09-Sep-08	16-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	25 RI AGENTS AT 10 LOCATIONS (250 TOTAL RI AGENTS) FOR REGISTRATION OF APPLICANTS IN LOUISIANA RESULTING FROM GUSTAV
Alltech, Inc.	\$1,010,000	\$1,010,000	Fixed Price	12-Sep-08	30-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	EXERCISE OF CLIN 0011 FOR ANNUAL EQUIPMENT.
ALLTECH, INC.	\$17,626,840	\$16,730,560	Fixed Price	13-Sep-08	28-Feb-09	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	HOUSING INSPECTION FOR DR-1791
Alltech, Inc.	\$4,182,640	\$4,182,640	Fixed Price	14-Sep-08	31-Mar-09	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	50,000 HOUSING INSPECTIONS AND MAXIMUM FOR INSPECTIONS IN DR-1782-LA FROM HURRICANE IKE.
Alltech, Inc.	\$2,289,560	\$2,706,692	Fixed Price	17-Sep-08	16-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	RI REGISTRATION IN TX - 1791
Alltech, Inc.	\$2,655,899	\$2,655,899	Fixed Price	19-Sep-08	12-Dec-08	HOUSING (MANAGEMENT/SUPPORT)	ENGINEERING SERVICES	INCREASE IN EQUIPMENT CLIN 0011.
Alltech, Inc.	\$1,254,792	\$3,492,427	Fixed Price	24-Sep-08	31-Mar-09	MISC TEST & INSPECT SVC	ENGINEERING SERVICES	HOUSING INSPECTIONS DUE TO THE HURRICANES IN INDIANA - DR1795
ALUTHQ GLOBAL SOLUTIONS LLC	\$247,029	\$2,177,697	T&M	30-Nov-07	30-Apr-08	TELECOMMUNICATION NETWORK MGMT SVCS	GENERAL FREIGHT TRUCKING, LOCAL	TELECOMMUNICATION SURGE SUPPORT
ALUTHQ GLOBAL SOLUTIONS LLC	\$3,624,355	\$3,624,355	Fixed Price	07-May-08	31-Mar-09	LOGISTICS SUPPORT SERVICES	GENERAL FREIGHT TRUCKING, LOCAL	OPTION YEAR 2 (READINESS AND TRAVEL SUPPORT)
ALUTHQ GLOBAL SOLUTIONS LLC	\$1,541,518	\$1,541,518	T&M	09-Sep-08	04-Nov-08	OTHER TRAVEL SVCS	GENERAL FREIGHT TRUCKING, LOCAL	SURGE SUPPORT FOR DR-1786

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
AMBIT GROUP LLC	\$1,623,165	\$1,623,165	Fixed Price	05-Sep-08	16-Mar-09	TELECOMMUNICATION NETWORK MGMT SVCS	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	THE CONTRACTOR SHALL PROVIDE COMPREHENSIVE TELECOMMUNICATIONS MANAGEMENT SUPPORT FOR ALL FEMA TELECOMMUNICATIONS CONTRACTS.
AMERICAN MEDICAL RESPONSE INC	\$63,273,218	\$63,273,218	Fixed Price	08-Sep-08	14-Sep-08	OTHER MEDICAL SERVICES	AMBULANCE SERVICES	PROVIDE DISASTER MISSION SUPPORT AIR AND GROUND AMBULANCES AND PARATRANSIT TRANSPORT SERVICES IN SUPPORT OF HURRICANE GUSTAV IN THE STATES OF TX, LA, MS, AND AL.
AMERICAN MEDICAL RESPONSE INC	\$53,458,102	\$185,220,230	Fixed Price	17-Sep-08	04-Oct-08	OTHER MEDICAL SERVICES	AMBULANCE SERVICES	PROVIDE DISASTER MISSION SUPPORT AIR AND GROUND AMBULANCE AND PARATRANSIT TRANSPORT SERVICES IN SUPPORT OF HURRICANE IKE.
AMERICAN SCIENCE AND ENGINEERING, INC.	\$1,084,726	\$1,084,726	Fixed Price	15-Sep-08	30-Sep-08	CAMERAS, STILL PICTURE	OTHER MEASURING AND CONTROLLING DEVICE MANUFACTURING	X-RAY MACHINES WITH OPTIONS
Applied Technology Council	\$0	\$1,199,976	Fixed Price	02-Oct-07	26-Sep-09	SERVICES (ENGINEERING)	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	NATIONAL EARTHQUAKE TECHNICAL ASSISTANCE PROGRAM
APPRIIO, INC	\$590,358	\$1,147,200	Labor Hr.	09-Jan-08	31-Dec-08	PROGRAM MANAGEMENT/SUPPORT SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	PROGRAM MANAGEMENT SUPPORT FOR DISASTER OPERATIONS DIRECTORATE
ARCHITECTS GROUP, INC., THE	\$2,760,000	\$2,760,000	Fixed Price	30-Sep-08	30-Sep-09	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	URGENT REQUIREMENT FOR RSDE INSPECTORS FOR MITIGATION REQUIREMENTS OF THE STATE FOR FLOOD PLAIN INFORMATION. SMALL VENDOR. NOT LOCAL.
ARTEL, INC	\$3,036,027	\$3,036,027	Labor Hr.	24-Jun-08	31-May-09	ADP FACILITY MANAGEMENT	CUSTOM COMPUTER PROGRAMMING SERVICES	MT WEATHER IT SERVICES

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
ASSET PROTECTION & SECURITY SERVICES, LP	\$4,058,734	\$4,058,734	Fixed Price	11-Apr-08	31-Dec-08	GUARD SERVICES	OTHER APPAREL ACCESSORIES AND OTHER APPAREL MANUFACTURING	ARMED SECURITY GUARD SERVICES AT FEMA CONTROLLED GROUP SITES IN HARRISON, JACKSON AND HANCOCK COUNTY MISSISSIPPI.
AVAYA INC	\$816,775	\$1,633,550	Fixed Price	16-Nov-07	15-Nov-08	TELEPHONE AND/OR COMMUNICATIONS SER	COMPUTER AND SOFTWARE STORES	PBX MAINTENANCE AGREEMENT ON AVAYA EQUIPMENT
B&I SERVICES A LOUISIANA JOINT VENTURE	\$8,333,333	\$8,333,333	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REP-ALT/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA
BEARINGPOINT, LLC	\$1,647,454	\$1,647,454	Labor Hr.	09-Sep-08	08-Sep-09	OTHER PROFESSIONAL SERVICES	MISCELLANEOUS FINANCIAL INVESTMENT ACTIVITIES	FINANCIAL MONITORING, ANALYSIS, AND TRACKING SUPPORT
BENETECH, L.L.C.	\$552,775	\$1,080,000	Fixed Price	23-Jun-08	30-Aug-08	RESTORATION	FACILITIES SUPPORT SERVICES	RESTORE SITES RIVER PARK, CARVER PARK AND LYON'S BASE BALL FIELD
BOOZ ALLEN HAMILTON INC	\$1,743,132	\$1,743,132	Labor Hr.	01-Jul-08	30-Jun-09	OTHER PROFESSIONAL SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	GRANT PROGRAMS DIRECTORATE CONTROL DESK SUPPORT
BOOZ ALLEN HAMILTON INC	\$1,889,969	\$1,900,000	T&M	09-Sep-08	31-Aug-11	ENGINEERING AND TECHNICAL SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	ALL HAZARD NATIONAL AND REGIONAL CONTINGENCY PLANNING SUPPORT PROGRAM
BOOZ ALLEN HAMILTON INC.	\$1,157,878	\$1,157,878	Fixed Price	28-Aug-08	31-Aug-09	MISCELLANEOUS ITEMS	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	COOP MANAGEMENT SUPPORT
BRAVERA, INC	\$1,537,761	\$1,537,761	Fixed Price	02-Oct-07	30-Sep-08	MAILING AND DISTRIBUTION SERVICES	COMPUTER SYSTEMS DESIGN SERVICES	TO AVOID INTERRUPTION IN DISASTER APPLICANT IHP MAIL SERVICES, IT IS NECESSARY TO ESTABLISH INTERIM SERVICES PENDING FEMA'S OPEN SOLICITATION FOR IHP MAIL OPERATION SERVICES. THIS INTERIM CONTRACT IS NECESSARY TO ALLOW SUFFICIENT TIME TO COMPLETE THE MAIL OPS SOLICITATION SUBSEQUENT CONTRACT AWARD.

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
BROOKSTONE EMERGENCY SERVICES, INC.	\$4,742,331	\$4,742,331	Combination	23-Sep-08	27-Oct-08	CONSTRUCT/ALL OTHER NON-BLDG FACS	FACILITIES SUPPORT SERVICES	BASE CAMP FOR 500 FIRST RESPONDERS AT GALVESTON, SCHOLES INTERNATIONAL AIRPORT FOR 30 DAYS PERIOD OF PERFORMANCE.
BUREAU VERITAS NORTH AMERICA INC	\$3,747,144	\$3,747,144	Fixed Price	15-Feb-08	14-Feb-09	EQ TEST SVCS/VEHICLES-TRAILERS-CYC	TESTING LABORATORIES	FORMALDEHYDE TESTING OF OCCUPIED THU
C. MARTIN COMPANY, INC	\$8,333,333	\$8,333,333	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA
CACI INC FEDERAL	\$4,468,714	\$4,468,714	T&M	10-Sep-08	07-Sep-09	SYSTEMS ENGINEERING SERVICES	ENGINEERING SERVICES	DIGITAL EMERGENCY ALERT SYSTEM
CDM FEDERAL PROGRAMS CORPORATION	\$148,478	\$1,026,130	Combination	18-Apr-08	25-Aug-08	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	MAP MODERNIZATION PROGRAM
CDM FEDERAL PROGRAMS CORPORATION	\$2,159,254	\$2,159,254	Fixed Price	17-Sep-08	01-Apr-11	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	MAP MODERNIZATION
CH2M HILL CONSTRUCTORS, INC	\$11,500,000	\$11,500,000	Combination	26-Sep-08	09-Jan-09	CONSTRUCTION (MANAGEMENT/SUPPORT)	FACILITIES SUPPORT SERVICES	DR-1791 TEXAS HOUSING MISSION
CH2M HILL FACILITIES & INFRASTRUCTURE INC	\$2,633,465	\$30,633,465	CPFF	03-Apr-08	04-Sep-08	TRAILERS	FACILITIES SUPPORT SERVICES	ADMINISTRATIVE MOD
CH2M HILL FACILITIES & INFRASTRUCTURE INC	\$2,962,246	\$28,000,000	CPFF	28-Mar-08	04-Sep-08	TRAILERS	FACILITIES SUPPORT SERVICES	TN HOUSING MISSION 40 UNITS DISASTER 1745
CLM SALES & MARKETING	\$1,936,000	\$1,936,000	Fixed Price	08-Sep-08	07-Sep-13	TENTS AND TARPULINS	ALL OTHER CUT AND SEW APPAREL MANUFACTURING	SELF HELP TARPS
CNA CORPORATION	\$3,992,490	\$3,992,490	Labor Hr.	25-Aug-08	24-Aug-09	OTHER PROFESSIONAL SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	PROGRAM SUPPORT FOR THE STRATEGIC PREPAREDNESS ANALYSIS AND REPORTING (SPAR) RESOURCE.

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
Comprehensive Flood Risk Resources &	\$3,039,960	\$3,040,000	Fixed Price	31-Mar-08	30-Sep-09	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	PRODUCTION PHASE FOR ASHLEY, CHICOT, CLAY, CROSS, DESHA, DREW, JACKSON, POINSETT, AND RANDOLPH COUNTIES, ARKANSAS; CASS, CHEROKEE, GRIMES, HOUSTON, JASPER, SAN JACINTO, AND TYLER COUNTIES, TEXAS ASSUMPTION, EAST FELICIANA AND ST. JAMES PARISHES, LOUISIANA
CORPORATE LODGING CONSULTANTS, INC	\$1,929,199	\$1,929,199	Fixed Price	30-Sep-08	28-Feb-09	LODGING - HOTEL/MOTEL	ALL OTHER TRAVEL ARRANGEMENT AND RESERVATION SERVICES	LODGING FOR PEOPLE EFFECTED BY HURRICANES GUSTAV AND IKE,
COVANSYS CORPORATION	\$7,254	\$6,080,923	Fixed Price	04-Sep-08	28-Mar-09	OTHER GOVERNMENT INSURANCE PROGRAMS	ALL OTHER INSURANCE RELATED ACTIVITIES	ENHANCE MAIL OUTREACH TO SPUR GFIP POLICY CONVERSION
COVANSYS CORPORATION	\$2,418,990	\$12,161,846	Fixed Price	17-Sep-08	28-Mar-09	PROF SVCS/REAL PROPERTY APPRAISALS	ALL OTHER INSURANCE RELATED ACTIVITIES	PROVIDE STANDARD FLOOD INSURANCE POLICY SERVICES
CRA, INC.	\$1,925,000	\$1,925,000	T&M	22-Sep-08	26-Sep-09	PROGRAM REVIEW/DEVELOPMENT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MISSION AREA TECHNICAL SUPPORT SERVICES
CRA, INC.	\$0	\$1,628,538	T&M	18-Apr-08	31-Dec-08	OTHER MANAGEMENT SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	REGIONAL EXERCISE SUPPORT SERVICES
CRA, INC.	\$0	\$4,211,028	T&M	07-Aug-08	07-Aug-09	SERVICES (MANAGEMENT/SUPPORT)	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	TERRORISM PREVENTION EXERCISE PROGRAM DEVELOPMENT AND IMPLEMENTATION
CREATIVE COMPUTING SOLUTIONS, INC	\$315,408	\$1,903,000	T&M	29-Sep-08	30-Jun-09	PROGRAM MANAGEMENT/SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	ENTERPRISE SERVICE MANAGEMENT
CROWN ROOFING SERVICES, INC	\$8,333,333	\$8,333,333	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
Dewberry & Davis	\$1,203,375	\$1,203,375	Fixed Price	16-Jan-08	16-Jan-09	ADPE SYSTEM CONFIGURATION	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	THIS DELIVERY ORDER IS FOR IT SERVICES PERFORMED BY A GSA MOBIS CONTRACT HOLDER. THE ORDER PROVIDES FOR 5 IT SPECIALISTS WHICH PERFORM VARIOUS DUTIES OF AN IT NATURE ON THE IA SECTION'S FRATTS DATA BASE SYSTEM. THEIR SERVICES AUGMENT THE WORK DONE BY THE FEMA IT TECHNICAL STAFF WHICH IS MADE UP OF CORE EMPLOYEES.
DEWBERRY & DAVIS LLC	\$1,023,486	\$1,023,486	Fixed Price	16-May-08	30-Sep-10	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	FLOOD INSURANCE STUDIES (FIS) NEW YORK STATE
Digital Systems Group, Incorporated	\$4,864,624	\$5,664,624	Fixed Price	27-Dec-07	31-Aug-09	OTHER PROFESSIONAL SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	IFMIS MAINTENANCE
DISTRIBUTED SOLUTIONS, INC	\$1,220,000	\$1,220,000	Fixed Price	22-Oct-07	30-Sep-08	ADP SOFTWARE	COMPUTER AND SOFTWARE STORES	LICENSE RENEWAL
ELECTRONIC CONSULTING SERVICES, INC.	\$1,423,506	\$1,423,506	Fixed Price	17-Sep-08	21-Sep-09	ADP ACQUISITION SUP SVCS	COMPUTER SYSTEMS DESIGN SERVICES	THE CONTRACT IS FOR HIRING SUPPORT SERVICES FOR THE FEMA TAV (TOTAL ASSET VISIBILITY) INTEGRATOR PROJECT
ELECTRONIC DATA SYSTEMS CORPORATION	\$745,440	\$1,490,880	T&M	06-Jun-08	23-Jan-09	ADPE SYSTEM CONFIGURATION	COMPUTER FACILITIES MANAGEMENT SERVICES	EDS SERVICES
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$1,283,720	\$1,283,720	T&M	03-Jan-08	31-Aug-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE DR-1734-WA
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$1,248,294	\$1,248,294	T&M	16-Jan-08	30-Jun-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE - DR-1737-IA
EMERGENCY RESPONSE PROGRAM MANAGEMENT	\$1,548,123	\$1,548,123	T&M	01-Feb-08	31-May-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC DR-1684-PA

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
NT CONSULTANTS								
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$1,368,041	\$1,368,041	T&M	14-Feb-08	31-Oct-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE DR-1741-KS
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$40,855,796	\$40,855,796	T&M	13-Jun-08	31-Jan-09	MISC TEST & INSPECT SVC	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE DR-1763-IA
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$1,481,479	\$1,481,479	T&M	02-Sep-08	30-Nov-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$2,118,106	\$2,118,106	T&M	12-Sep-08	30-Nov-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
EMERGENCY RESPONSE PROGRAM MANAGEMENT CONSULTANTS	\$12,000,000	\$12,000,000	T&M	23-Sep-08	31-Oct-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
EXCALIBUR ASSOCIATES, INC.	\$3,130,000	\$3,130,000	T&M	25-Sep-08	25-Sep-09	PROGRAM REVIEW/DEVELOPMENT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MISSION AREA TECHNICAL SUPPORT SERVICES
F & B CATERING	\$4,858,735	\$4,858,735	Fixed Price	05-Sep-08	31-Mar-09	FOOD SERVICES	CATERERS	PROVIDE MEALS TO ELIGIBLE APPLICANTS WHO, DUE TO FORMALDEHYDE ISSUES, HAVE BEEN RELOCATED FROM TEMPORARY HOUSING UNITS TO HOTELS/MOTELS WITHOUT FOOD PREPARATION/STORAGE FACILITIES IN ROOMS.

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
F & B CATERING	\$5,154,694	\$5,154,694	Fixed Price	30-Apr-08	10-Sep-08	FOOD SERVICES	MOBILE FOOD SERVICES	URGENT AND COMPELLING AND SOLE SOURCE ACQUISITION TO PROVIDE AN INTERIM SOLUTION TO DSG "EMERGENCY FOOD SUPPLEMENTAL ASSISTANCE" WHILE LONGER-TERM CONTRACT IS BEING DEVELOPED AND COMPETED. CONTRACTOR IS TO DEVELOP AND PROVIDE A VOUCHER SYSTEM AND FOOD SERVICES TO MS APPLICANTS RELOCATED TO ALTERNATE HOUSING WITHOUT IN-ROOM FOOD PREPARATION AND STORAGE FACILITIES (KITCHENS OR KITCHENETTES). CONTRACTOR IS A LOCAL DISASTER-AREA SUPPLIER AND THE ONLY VENDOR WITH THE CAPABILITY TO PERFORM.
FEMA Services Group	\$360,141	\$1,543,704	CPFF	20-Mar-08	01-May-08	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	COASTAL STUDIES
FLUOR ENTERPRISE S, INC.	\$10,400,000	\$10,400,000	CPFF	28-Feb-08	09-Feb-09	CHEMICALS	FACILITIES SUPPORT SERVICES	FORMALDEHYDE TESTING PROJECT
FLUOR ENTERPRISE S, INC.	\$9,000,000	\$9,000,000	T&M	02-Nov-07	30-Nov-08	OTHER ARCHITECTS & ENGIN GEN	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE CONTRACT - DR-1731-CA WILDFIRES
FLUOR ENTERPRISE S, INC.	\$1,146,000	\$1,146,000	T&M	14-Jan-08	30-Apr-09	OTHER ARCHITECTS & ENGIN GEN	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE DR-1733-OR
FLUOR ENTERPRISE S, INC.	\$2,980,000	\$2,980,000	T&M	15-Feb-08	28-Feb-09	OTHER ARCHITECTS & ENGIN GEN	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE DR-1742-WA
FLUOR ENTERPRISE S, INC.	\$2,690,000	\$2,690,000	T&M	21-May-08	28-Feb-09	OTHER ARCHITECTS & ENGIN GEN	ENGINEERING SERVICES	DR-1749-MO
FLUOR ENTERPRISE S, INC.	\$6,880,000	\$6,880,000	T&M	17-Jul-08	31-Mar-09	OTHER ARCHITECTS & ENGIN GEN	ENGINEERING SERVICES	ADDITIONAL FUNDS TO CONTINUED TECHNICAL EXPERTISE TO TASK ORDER 1763-DR-1A

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
FLUOR ENTERPRISE S, INC.	\$5,287,000	\$5,287,000	T&M	23-Jul-08	30-Nov-08	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	TECHNICAL EXPERTISE OF PUBLIC ASSISTANCE DISASTER FOR IL
FLUOR ENTERPRISE S, INC.	\$2,960,000	\$2,960,000	T&M	29-Jul-08	30-Nov-08	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	PA TAC
FLUOR ENTERPRISE S, INC.	\$5,465,600	\$5,465,600	T&M	12-Sep-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	PA TAC
FLUOR ENTERPRISE S, INC.	\$9,309,600	\$9,309,600	T&M	24-Sep-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	PA TAC
FLUOR ENTERPRISE S, INC.	\$12,000,000	\$12,000,000	T&M	23-Sep-08	31-Oct-08	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	PA TAC
FLUOR ENTERPRISE S, INC.	\$6,614,000	\$6,614,000	T&M	29-Jul-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	PA TAC
FRONT ROWE, INC	\$1,509,354	\$2,789,734	Fixed Price	11-Jul-08	08-Jul-09	OTHER PROFESSIONAL SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	FILE MANAGEMENT SUPPORT TO THE OFFICE OF RECORD MANAGEMENT TO PROCESS FOIA REQUIREMENTS.
FRONT ROWE, INC	\$130,003	\$2,919,737	Fixed Price	29-Jul-08	30-Sep-08	OTHER PROFESSIONAL SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	FILE MANAGEMENT SUPPORT
FTN Associates/Taylor Engineering Inc	\$3,235,390	\$3,235,390	Fixed Price	28-Mar-08	30-Jun-10	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	PRODUCTION PHASE FOR BAXTER, BOONE, CARROLL, CONWAY, FRANKLIN, HOT SPRING, JOHNSON, LOGAN, AND SALINE COUNTIES ARKANSAS; BEAUREGARD, CATAHOULA, CONCORDIA, FRANKLIN, MADISON, MOREHOUSE, POINTE COUPEE, RICHLAND, AND VERNON PARISHES, COUNTIES LOUISIANA
GGIII - A Joint Venture	\$1,026,656	\$1,026,656	Fixed Price	06-Aug-08	31-Oct-10	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	FLOOD MAP DELINEATION ERIE & CRAWFORD COUNTIES PA
GGIII - A Joint Venture	\$1,166,039	\$1,166,039	Fixed Price	06-Aug-08	30-Apr-11	OTHER ARCHITECTS & ENGINEERING	ENGINEERING SERVICES	FLOOD MAP DELINEATION FRANKLIN AND FULTON COUNTIES PA
GODWIN PUMPS OF AMERICA INC	\$1,036,306	\$1,036,306	Cost-No Fee	24-Jun-08	11-Aug-08	LEASE-RENT OF MISC EQ	CONSTRUCTION, MINING, AND FORESTRY MACHINERY AND EQUIPMENT RENTAL AND LEASING	EQUIPMENT RENTAL IN SUPPORT OF DR - 17631A

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
HAGERTY CONSULTING, INC.	\$1,264,612	\$1,264,612	Labor Hr.	01-Nov-07	30-Apr-08	PROGRAM MANAGEMENT/SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	THE CONTRACTOR SHALL PROVIDE SUBJECT MATTER EXPERTS FOR THE FEMA HOUSING ACTION PLAN IN TEXAS TRO, LOUISIANA TRO, MISSISSIPPI TRO, AND ALABAMA TRO FOR THE OVER 65,000 HOUSEHOLDS THAT RESIDE IN DIRECT HOUSING BECAUSE OF HURICANES KATRINA AND RITA.
HALFF ASSOCIATES INC	\$3,246,998	\$3,246,998	Fixed Price	27-Mar-08	01-Apr-10	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	PRODUCTION PHASE FOR AUSTIN, BOSQUE, BURLESON, CALDWELL, COLORADO, DEWITT, ERATH, FANNIN, GONZALES, HILL, HOPKINS, LAVACA, MONTAGUE, TITUS, UPSHUR, VAN ZANDT, WASHINGTON, WISE, AND WOOD COUNTIES, TEXAS.
HASSETT & WILLIS ASSOCIATES, LLC	\$1,320,269	\$1,320,269	Labor Hr.	29-Sep-08	29-Sep-09	OTHER PROFESSIONAL SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	GRANT PROGRAMS DIRECTORATE REGIONALIZATION AND GRANT ANALYSIS CONTRACTOR SUPPORT
HDR Engineering, Inc.	\$0	\$2,493,798	CPFF	01-Oct-07	29-Sep-08	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	COASTAL AND/OR RIVERINE FLOOD INSURANCE STUDIES/RESTUDIES THROUGHOUT REGION IX
INGALLS LUMBER & SUPPLY LLC	\$2,633,928	\$2,633,928	Fixed Price	21-Mar-08	20-May-08	CONSTRUCT/PARKING FACILITIES	SITE PREPARATION CONTRACTORS	THIS CONTRACT IS IN SUPPORT OF THSA'S THAT SUPPORT THE HURRICANE KATRINA RECOVERY EFFORT.
INNOVATIVE EMERGENCY MANAGEMENT, INC.	\$1,225,000	\$1,225,000	T&M	22-Sep-08	26-Sep-09	PROGRAM REVIEW/DEVELOPMENT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MISSION AREA TECHNICAL SUPPORT SERVICES
Innovative Emergency Management, Inc.	\$1,191,063	\$1,191,063	Fixed Price	15-Aug-08	14-Feb-09	MOBILIZATION/PREPAREDNESS STUDIES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MASS EVACUATION TRANSPORTATION PLANNING

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
INTERNATIONAL BUSINESS MACHINES CORPORATION	\$8,065,929	\$11,257,058	T&M	26-Feb-08	30-Nov-08	TECHNICAL ASSISTANCE	CUSTOM COMPUTER PROGRAMMING SERVICES	SOFTWARE DEVELOPMENT FOR DISASTER ASSISTANCE DIRECTORATE UNDER EAGLE'S FUNCTION CATEGORY #4.
INTERNATIONAL BUSINESS MACHINES CORPORATION	\$23,978,269	\$23,978,269	CPAF	12-Sep-08	04-Sep-09	ADPE SYSTEM CONFIGURATION	CUSTOM COMPUTER PROGRAMMING SERVICES	EADIS SOFTWARE DEVELOPMENT
K2SHARE, LLC	\$2,222,053	\$2,222,053	Fixed Price	18-Dec-07	31-Dec-08	OTHER ADP & TELECOMMUNICATIONS SVCS	COMPUTER AND OFFICE MACHINE REPAIR AND MAINTENANCE	SLGCP HOST ENVIRONMENT
L-3 COMMUNICATIONS TITAN CORPORATION	\$4,283,756	\$4,283,756	T&M	10-Jun-08	09-Jun-09	OTHER PROFESSIONAL SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	HOMELAND SECURITY EXERCISE AND EVALUATION PROGRAM POLICY AND GUIDANCE SUPPORT
LEONARD JACKSON ASSOCIATES	\$3,515,697	\$3,515,697	Fixed Price	30-Jun-08	30-Sep-12	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	FIS STUDIES NY STATE
LOCKHEED MARTIN CORPORATION	\$1,838,605	\$1,838,605	Fixed Price	26-Sep-08	29-Mar-09	ADP SYSTEMS DEVELOPMENT SERVICES	COMPUTER SYSTEMS DESIGN SERVICES	NRCC INTEGRATED SITUATIONAL AWARENESS VISUALIZATION ENVIRONMENT (ISAVE)
MACRO OIL COMPANY INC	\$1,000,000	\$2,000,000	Fixed Price	15-Sep-08	30-Nov-08	FUEL OILS	PETROLEUM AND PETROLEUM PRODUCTS MERCHANT WHOLESALERS (EXCEPT BULK STATIONS AND TERMINALS)	EMERGENCY/URGENT REQUIREMENT OF DIESEL FUEL TO RUN GENERATORS AT THE JFO DURING 5 DAY POWER OUTAGE. GASOLINE WAS REQUIRED FOR THE FLEET VEHICLES AS NO LOCAL GAS STATIONS HAD GENERATORS TO PUMP FUEL. LOCAL SMALL VENDOR.
MANAGEMENT ASSISTANCE CORPORATION	\$144,698	\$1,119,573	N/A	08-Jan-08	08-Jan-08	PUBLIC RELATIONS SERVICES		
MAPPING ALLIANCE PARTNERS REGION IX-M	\$4,194,309	\$4,194,309	CPFF	19-Jun-08	29-Sep-08	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	DFIRM CONVERSIONS, LEVEE CERTIFICATION REVIEW, PMR PROCESSING, ENHANCED FLOOD LAYER DEVELOPMENT AND

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
								POST PRELIMINARY PROCESSING.
MAPPING ALLIANCE PARTNERSHIP	\$0	\$1,999,660	Fixed Price	18-Apr-08	01-Jun-08	A&E MANAGEMENT ENGINEERING SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MAP MOD
MAPPING ALLIANCE PARTNERSHIP VI	\$3,144,771	\$6,290,000	Fixed Price	31-Mar-08	08-Oct-09	A&E MANAGEMENT ENGINEERING SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	MAPPING
MASTER KEY RESOURCES LLC	\$1,016,683	\$1,016,683	Labor Hr.	30-May-08	31-May-09	OTHER MANAGEMENT SUPPORT SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	TESTING, REPORTING, PROGRAM MANAGEMENT AND INDEPENDENT VERIFICATION AND VALIDATION.
MEDINA CONSULTANTS, PC	\$5,986,295	\$5,986,295	Fixed Price	22-Apr-08	30-Sep-09	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	FLOOD MAP INSURANCE STUDIES (FIS)
METTERS INDUSTRIES INC	\$1,820,633	\$2,508,290	FP-LoE	26-Aug-08	30-Jun-09	PROGRAMMING SERVICES	COMPUTER SYSTEMS DESIGN SERVICES	DMARTS BASE PERIOD 8/26/2008 - 6/30/2009
MICHAEL BAKER CORPORATION	\$7,856,000	\$7,856,000	Combination	18-Sep-08	30-Sep-09	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	MAPPING
MICHAEL BAKER JR INC	\$1,394,781	\$1,394,781	CPFF	15-Sep-08	30-Sep-10	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	LOUISIANA MAPPING PROJECT
MICHAEL BAKER JR INC	\$1,146,879	\$1,146,879	Fixed Price	28-Aug-08	31-Dec-11	A&E MANAGEMENT ENGINEERING SERVICES	ENGINEERING SERVICES	FLOOD STUDIES-MAP MOD CONTRACTING
MICHAEL BAKER JR INC	\$850,333	\$1,642,167	CPAF	05-Jun-08	30-Dec-06	DRAFTING SURVEYING & MAPPING INSTRUMENTS	ENGINEERING SERVICES	DIGITAL FLOOD INSURANCE RATE MAP TASKS FOR REGION IX. INDEPENDENT QUALITY ASSURANCE/QUALITY CONTROL REVIEW OF HYDROLOGIC/HYDRAULIC ANALYSES, DFIRM PRODUCTION, PROTEST RESOLUTION & POST-PRELIMINARY PROCESSING, PRE-PRELIMINARY

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
								OUTREACH, AND POST PRELIMINARY OUTREACH.
MOBILE DISASTER STRUCTURES	\$8,148,775	\$8,409,175	Fixed Price	12-Sep-08	10-Dec-08	MISCELLANEOUS ITEMS	MANUFACTURED HOME (MOBILE HOME) MANUFACTURING	MANUFACTURE AND DELIVER MOBILE HOMES
MOBILE DISASTER STRUCTURES	\$544,000	\$8,409,175	Fixed Price	30-Sep-08	10-Dec-08	MISCELLANEOUS ITEMS	MANUFACTURED HOME (MOBILE HOME) MANUFACTURING	20 3-BEDROOM PARK MODEL HOMES
MOTOROLA, INC.	\$539,851	\$1,079,701	Fixed Price	24-Jan-08	01-May-08	TELEPHONE AND TELEGRAPH EQUIPMENT	ELECTRONIC COMPUTER MANUFACTURING	MOTOROLA EQUIPMENT
MOTOROLA, INC.	\$1,095,589	\$1,095,589	Fixed Price	22-Aug-08	05-Dec-08	ADP COMPONENTS	ELECTRONIC COMPUTER MANUFACTURING	LAND MOBILE RADIO EQUIPMENT TO INCLUDE PERIPHERAL EQUIPMENT
MYTHICS, INC	\$2,056,841	\$2,056,841	Fixed Price	28-Nov-07	30-Nov-08	MAINT-REP OF OFFICE MACHINES	OTHER COMPUTER RELATED SERVICES	ORACLE MAINTENANCE RENEWAL
MYTHICS, INC	\$843,333	\$1,271,671	Fixed Price	14-Dec-07	31-Dec-08	MAINT-REP OF OFFICE MACHINES	OTHER COMPUTER RELATED SERVICES	ORACLE MAINTENANCE FOR FEMA SOA/DBMS PROJECT
MYTHICS, INC	\$2,025,458	\$2,025,458	T&M	22-May-08	28-Sep-09	ADPE SYSTEM CONFIGURATION	OTHER COMPUTER RELATED SERVICES	CONSULTING SERVICES FOR ORACLE
NATIONAL INSTITUTE OF BUILDING SCIENCES	\$1,894,350	\$1,894,350	Cost-No Fee	13-Sep-08	30-Sep-09	PROGRAM EVALUATION SERVICES	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	HAZUS-MH SUPPORT
NATIONAL RAILROAD PASSENGER CORPORATION	\$1,093,207	\$1,093,207	Fixed Price	12-Jun-08	31-Dec-08	RAIL PASSENGER SERVICE	LINE-HAUL RAILROADS	EMERGENCY RAIL EVACUATION - NEW ORLEANS, LA
NATIONAL RAILROAD PASSENGER CORPORATION	\$2,374,740	\$2,374,740	Fixed Price	30-Aug-08	31-Dec-08	RAIL PASSENGER SERVICE	LINE-HAUL RAILROADS	RAIL EVACUATION OF HURRICANE GUSTAV

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$1,010,143	\$1,010,143	T&M	31-Mar-08	31-Jul-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PUBLIC ASSISTANCE/TECHNICAL ASSISTANCE - DR-1750-GA
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$14,768,685	\$14,768,685	T&M	01-Jul-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC 1766-IN
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$3,461,531	\$3,461,531	T&M	29-Jul-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$1,635,203	\$1,635,203	T&M	01-Aug-08	31-Mar-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$1,860,411	\$1,860,411	T&M	12-Sep-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$1,520,012	\$1,520,012	T&M	02-Sep-08	30-Nov-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$2,409,753	\$2,409,753	T&M	12-Sep-08	31-Jan-09	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC
NATIONWIDE INFRASTRUCTURE SUPPORT TECHNICAL ASSISTANCE CONSU	\$12,495,216	\$12,495,216	T&M	16-Sep-08	31-Oct-08	OTHER ARCHITECTS & ENGINEERS	ENGINEERING SERVICES	PA TAC

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
CONSU								
NET DIRECT SYSTEMS, LLC	\$1,719,483	\$1,719,483	Fixed Price	15-Apr-08	14-May-08	ADP CENTRAL PROCESSING UNIT-ANALOG	OTHER COMPUTER RELATED SERVICES	CISCO EQUIPMENT FOR RUTHERFORD FARMS
NET.AMERICA CORPORATION	\$3,681,034	\$3,681,034	CPFF	12-Sep-08	30-Apr-09	PROGRAMMING SERVICES	CUSTOM COMPUTER PROGRAMMING SERVICES	WEB BASED SUSTAINMENT
NOBLE SALES CO., INC.	\$3,894,354	\$3,894,354	Fixed Price	05-Sep-08	16-Sep-08	FOOD ITEMS FOR RESALE	OTHER MISCELLANEOUS DURABLE GOODS MERCHANT WHOLESALERS	THIS IS A PURCHASED ORDER FOR MRE(S) IN SUPPORT OF GUSTAV.
NORTHROP GRUMMAN INFORMATION TECHNOLOGY, INC.	\$1,324,930	\$1,324,930	Fixed Price	19-Sep-08	29-Sep-09	ADP BACKUP AND SECURITY SERVICES	COMPUTER FACILITIES MANAGEMENT SERVICES	FEMA IT SECURITY
NORTHROP GRUMMAN SPACE & MISSION SYSTEMS CORP.	\$860,835	\$5,855,519	Labor Hr.	29-Sep-08	28-Sep-09	TECHNICAL WRITING SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	TESTS, TRAINING AND EXERCISE SUPPORT
NORTHROP GRUMMAN SPACE & MISSION SYSTEMS CORP.	\$1,186,384	\$1,186,384	Fixed Price	07-Aug-08	29-Sep-09	MISCELLANEOUS ITEMS	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	COOP SUPPORT
NORTHROP GRUMMAN SPACE & MISSION SYSTEMS CORP.	\$8,764,578	\$12,458,606	T&M	29-Sep-08	29-Aug-09	OTHER MANAGEMENT SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	NATIONAL LEVEL EXERCISE 09 (TOPOFF 5)
O S T INC.	\$3,364,386	\$3,364,386	Combination	24-Sep-08	28-Sep-09	ADP INF, BROADCAST & DIST SVCS	CUSTOM COMPUTER PROGRAMMING SERVICES	HOMELAND SECURITY EXERCISE AND EVALUATION PROGRAM IT SUPPORT
ON CALL COMMUNICATIONS INC	\$67,000	\$2,569,450	Fixed Price	06-Feb-08	05-Mar-08	ADP INF, BROADCAST & DIST SVCS	SATELLITE TELECOMMUNICATIONS	SATELLITE AIRTIME
ON CALL COMMUNICATIONS INC	\$168,000	\$2,569,450	Fixed Price	11-Feb-08	10-Mar-08	ADP INF, BROADCAST & DIST SVCS	SATELLITE TELECOMMUNICATIONS	SATELLITE AIRTIME
ON CALL COMMUNICATIONS INC	\$122,500	\$2,569,450	Fixed Price	19-Feb-08	18-Mar-08	ADP INF, BROADCAST & DIST SVCS	SATELLITE TELECOMMUNICATIONS	SATELLITE CHANNELS
OSHEA INC	\$6,240,360	\$6,240,360	Fixed Price	18-Sep-08	22-Sep-08	FOOD ITEMS FOR RESALE	OTHER GROCERY AND RELATED PRODUCTS MERCHANT WHOLESALERS	FOOD REQUIREMENT IN SUPPORT OF HURRICANE IKE

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
OSHKOSH SPECIALTY VEHICLES, LLC	\$2,501,000	\$2,501,000	Fixed Price	09-Sep-08	10-Sep-10	TRUCKS AND TRUCK TRACTORS, WHEELED	MILITARY ARMORED VEHICLE, TANK, AND TANK COMPONENT MANUFACTURING	IMAT FORWARD COMMUNICATIONS VEHICLES
OST, INC.	\$5,500,053	\$34,431,560	T&M	19-Jun-08	18-Jun-09	SERVICES (OPERATIONAL)	CUSTOM COMPUTER PROGRAMMING SERVICES	NEXTGEN
P3 SECURE, LLC	\$290,701	\$1,740,436	Fixed Price	18-Sep-08	19-Sep-08	FOOD ITEMS FOR RESALE	PERISHABLE PREPARED FOOD MANUFACTURING	THIS PURCHASE ORDER IS FOR 15,500 CASES OF MEALS IN SUPPORT OF IKE.
PARKER, WHITFIELD & CO PC	\$6,993,000	\$6,993,000	Fixed Price	06-Sep-08	04-Jan-09	OTHER ADMINISTRATIVE SUPPORT SVCS	TEMPORARY HELP SERVICES	TEMPERARY ADMINISTRATIVE AND PROFESSIONAL STAFFING FOR CALLER SERVICES ARE URGENTLY NEED TO ASSIST IN TAKING THE DISASTER APPLICANTS CALLS FOR NPSC ENTERPRISE WIDE IN RESPOND TO THE DECLARED HURRICANE GUSTAV DISASTER.
PARKER, WHITFIELD & CO PC	\$4,725,590	\$4,725,590	Fixed Price	06-Sep-08	04-Jan-09	OTHER ADMINISTRATIVE SUPPORT SVCS	TEMPORARY HELP SERVICES	TEMPORARY ADMINISTRATIVE AND PROFESSIONAL STAFFING FOR CALLER SERVICES SURGE SUPPORT IS NECESSARY TO ASSIST ANSWERING THE DISASTER APPLICANTS CALLS AT THE NPSC ENTERPRISE WIDE DUE TO THE HURRICANE GUSTAV DISASTER DECLARATION.
PARKER, WHITFIELD & CO PC	\$2,314,368	\$2,314,368	Fixed Price	06-Sep-08	04-Jan-09	OTHER ADMINISTRATIVE SUPPORT SVCS	TEMPORARY HELP SERVICES	TEMPORARY ADMINISTRATIVE AND PROFESSIONAL STAFFING FOR CALLER SERVICES SURGE SUPPORT IS NECESSARY TO ANSWER THE INCREASE IN DISASTER CALL APPLICANTS ASSOCIATED WITH THE HURRICANE GUSTAV DECLARE DISASTER.

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$8,499,763	\$8,499,763	Fixed Price	04-Oct-07	30-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	READINESS FOR OPTION PERIOD 1
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$2,041,000	\$2,041,000	Fixed Price	24-Oct-07	08-Nov-07	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	SHELTER REGISTRATION INTAKE SERVICES
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$2,204,600	\$2,208,000	Fixed Price	25-Oct-07	09-Nov-07	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	MISCELLANEOUS TECHNICAL ASSISTANCE IN RESPONSE TO DR-1731-CA
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$1,132,500	\$1,132,500	Fixed Price	18-Jul-08	30-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	EQUIPMENT, PARTNERING AND SYSTEM UPGRADES FOR 1500 LAPTOPS FOR THE HOUSING INSPECTORS.
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$1,476,384	\$4,174,300	Fixed Price	11-Jun-08	31-Mar-09	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	ACTIVATION OF HOUSING INSPECTIONS FOR INDIANA
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$1,926,600	\$1,504,100	Fixed Price	26-Aug-08	28-Feb-09	MISC TEST & INSPECT SVC	ALL OTHER INSURANCE RELATED ACTIVITIES	HOUSING INSPECTIONS FOR TROPICAL STORM FAY
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$12,675,000	\$18,928,000	Fixed Price	04-Sep-08	28-Feb-09	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	HOUSING INSPECTIONS FOR DR-1786 LA
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$3,023,430	\$3,118,070	Fixed Price	07-Sep-08	14-Sep-08	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	25 RI AGENTS FOR 10 LOCATIONS (TOTAL 250 RI AGENTS) IN LOUISIANA.
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$18,928,000	\$18,928,000	Fixed Price	13-Sep-08	31-Mar-09	MISC TEST & INSPECT SVC	ALL OTHER INSURANCE RELATED ACTIVITIES	100,000 INSPECTIONS RESULTING FROM HURRICANE IKE, AND MAXIMUM INCENTIVE.
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$4,732,000	\$4,732,000	Fixed Price	14-Sep-08	31-Mar-09	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	50,000 HOUSING INSPECTIONS IN LOUISIANA AND MAXIMUM INCENTIVE FOR INSPECTIONS RESULTING FROM HURRICANE IKE. DR-1792-LA
PARTNERSHIP FOR RESPONSE & RECOVERY B/JV	\$3,703,498	\$3,703,498	Fixed Price	17-Sep-08	12-Dec-08	MISCELLANEOUS ITEMS	ALL OTHER INSURANCE RELATED ACTIVITIES	INCREASE IN EQUIPMENT FOR PARR

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
PARTNERSHIP FOR RESPONSE AND RECOVERY	\$3,785,600	\$5,593,900	Fixed Price	31-Jul-08	31-Mar-09	HOUSING (MANAGEMENT/SUPPORT)	ALL OTHER INSURANCE RELATED ACTIVITIES	HOUSING INSPECTIONS DUE TO HURRICANE ACTIVITY IN THE STATE
PARTNERSHIP FOR RESPONSE AND RECOVERY	\$5,084,276	\$5,092,404	Combination	30-Aug-08	30-Sep-08	MISC TEST & INSPECT SVC	ALL OTHER INSURANCE RELATED ACTIVITIES	PRE-POSITIONING OF 1000 HOUSING INSPECTORS IN VARIOUS LOCATIONS FOR RAPID DEPLOYMENT TO AREAS AFFECTED BY HURRICANE GUSTAV.
PARTNERSHIP FOR RESPONSE AND RECOVERY	\$3,289,728	\$6,579,456	Fixed Price	10-Sep-08	30-Sep-08	MISC TEST & INSPECT SVC	ALL OTHER INSURANCE RELATED ACTIVITIES	REGISTRATION INTAKE FOR VA-NPSC FOR APPLICANT ASSISTANCE AND HELPLINE RESULTING FROM HURRICANE GUSTAV
PaTH LLC	\$30,428,206	\$30,428,206	CPFF	01-Jul-08	02-Jan-09	FACILITIES OPERATIONS SUPPORT SVCS	FACILITIES SUPPORT SERVICES	TECHNICAL SERVICES IN SUPPORT OF IOWA.
PERFORMTECH INC	\$1,040,270	\$1,040,270	Fixed Price	25-Sep-08	29-Sep-09	EDUCATIONAL SERVICES	PROFESSIONAL AND MANAGEMENT DEVELOPMENT TRAINING	REISSUANCE WITH FEMA OF A PREEXISTING ORDER WITH GOVWORKS. SUBJECT MATTER: TRAINING.
PLEXUS SCIENTIFIC CORPORATION	\$3,635,930	\$3,635,930	Fixed Price	29-Aug-08	28-Aug-09	OTHER PROFESSIONAL SERVICES	DATA PROCESSING, HOSTING, AND RELATED SERVICES	TRAINING AND EXERCISE HOST ENVIRONMENT IT SUPPORT SERVICES.
PMOLINK GOVERNMENT SOLUTIONS INC.	\$3,222,660	\$3,222,660	Fixed Price	17-Jan-08	31-Dec-09	PROGRAM MANAGEMENT/SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	AQUISITION PROGRAM MANAGEMENT SUPPORT CONTRACT FOR THE GCRO-PMO OFFICE LOCATED IN THE LA TRO.
POST, BUCKLEY, SCHUH & JERNIGAN INC	\$1,753,973	\$1,753,973	Fixed Price	09-Sep-08	01-Oct-11	ENGINEERING AND TECHNICAL SERVICES	SURVEYING AND MAPPING (EXCEPT GEOPHYSICAL) SERVICES	MAP MODERNIZATION PROGRAM
POST, BUCKLEY, SCHUH & JERNIGAN INC	\$3,485,127	\$3,485,127	Combination	06-Feb-08	31-Oct-08	TRAILERS	FACILITIES SUPPORT SERVICES	OREGON DR-1733 HOUSING MISSION
POST, BUCKLEY, SCHUH & JERNIGAN INC	\$11,500,000	\$11,500,000	Combination	26-Sep-08	09-Jan-09	PROGRAM MANAGEMENT/SUPPORT SERVICES	FACILITIES SUPPORT SERVICES	DR-1791 TEXAS HOUSING MISSION
RANGER LAND SYSTEMS, INC.	\$576,107	\$1,559,306	T&M	26-Sep-08	25-Apr-09	SERVICES (BASIC)	FACILITIES SUPPORT SERVICES	VEHICLE MAINTENANCE FOR DC FT. WORTH FOR 9/27/08 TO 4/25/09.
REI SYSTEMS INC	\$4,710,958	\$4,710,958	Fixed Price	05-Feb-08	31-Mar-09	ADP COMPONENTS	OTHER COMPUTER RELATED	IT SERVICES

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
							SERVICES	
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	\$4,814,085	\$4,814,085	T&M	19-Mar-08	23-Mar-09	OTHER MANAGEMENT SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	SUPPORT FOR LESSONS LEARNED INFORMATION SERVICES.GOV
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	\$3,074,541	\$6,149,083	T&M	18-Mar-08	23-Mar-09	OTHER MANAGEMENT SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	SENIOR OFFICIALS EXERCISES FOR NATIONAL PREPAREDNESS DIRECTORATE
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	\$3,255,622	\$3,255,622	Combination	26-Aug-08	31-Aug-09	ADP FACILITY MANAGEMENT	COMPUTER FACILITIES MANAGEMENT SERVICES	RESPONDER KNOWLEDGE BASE (RKB) SERVICES
SEI GROUP, INC.	\$1,481,168	\$2,000,000	Fixed Price	16-Apr-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	MANUFACTURED HOUSING MAINTENANCE
SHAW ENVIRONMENTAL INC	\$2,000,000	\$2,000,000	Combination	07-Aug-08	07-Nov-08	CONSTRUCTION (MANAGEMENT/SUPPORT)	FACILITIES SUPPORT SERVICES	DR-1771, ILLIONISE HOUSING MISSION
SHAW ENVIRONMENTAL INC	\$16,674,150	\$16,674,150	CPFF	29-Aug-08	01-Sep-09	CONSTRUCTION (MANAGEMENT/SUPPORT)	FACILITIES SUPPORT SERVICES	MASS SHELTER.
SOIL AND ENVIRONMENTAL TESTING SERVICES INC	\$2,000,000	\$2,000,000	Combination	29-Feb-08	30-Sep-08	INDUSTRIAL HYGIENICS	TESTING LABORATORIES	FORMALDEHYDE TESTING IN MANUFACTURED HOMES IN OREGON, SELMA, AL, HOPE, AR, TEXARKANA, AR, MONTGOMERY, MD.
SRS INC	\$8,333,333	\$8,333,333	Fixed Price	09-Apr-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR 3 MAINTENANCE AND DEACTIVATION SERVICES FOR STATE OF LA
ST NET-APTIS FIRSTSOURCE JOINT VENTURE	\$1,015,850	\$1,015,850	Fixed Price	10-Sep-08	22-Oct-08	ADPE SYSTEM CONFIGURATION	OTHER COMPUTER RELATED SERVICES	LAPTOPS, DESKTOPS, PRINTERS, AND MONITORS
Stantec Consulting Services Inc	\$1,260,671	\$1,260,671	Fixed Price	05-Sep-08	01-Oct-11	OTHER ARCHITECTS & ENGINEER	SURVEYING AND MAPPING (EXCEPT GEOPHYSICAL) SERVICES	MAP MODERNIZATION
Stantec Consulting Services Inc	\$1,283,713	\$1,283,713	Other	05-Sep-08	01-Oct-11	OTHER ARCHITECTS & ENGINEER	SURVEYING AND MAPPING (EXCEPT GEOPHYSICAL) SERVICES	FLOOD MAP STUDY
Stantec Consulting Services Inc	\$81,525	\$1,283,713	Other	19-Sep-08	01-Oct-11	OTHER ARCHITECTS & ENGINEER	SURVEYING AND MAPPING (EXCEPT GEOPHYSICAL) SERVICES	MAP MODERNIZATION

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
							SERVICES	
Stantec Consulting Services Inc	\$1,501,159	\$1,501,159	Fixed Price	26-Jun-08	31-Dec-11	A&E MANAGEMENT ENGINEERING SERVICES	SURVEYING AND MAPPING (EXCEPT GEOPHYSICAL) SERVICES	FLOOD STUDIES REGION VII
TL INDUSTRIES, INC.	\$9,484,500	\$65,220,000	Fixed Price	12-Sep-08	10-Sep-10	MISCELLANEOUS ITEMS	MANUFACTURE D HOME (MOBILE HOME) MANUFACTURING	MANUFACTURE AND DELIVER MOBILE HOMES
TL INDUSTRIES, INC.	\$9,360,000	\$65,000,000	Fixed Price	30-Sep-08	30-Dec-08	MISC CONTRACT EQ	MANUFACTURE D HOME (MOBILE HOME) MANUFACTURING	MANUFACTURE AND DELIVER MOBILE HOMES
TL INDUSTRIES, INC.	\$2,163,000	\$2,163,000	Fixed Price	31-Jul-08	30-Jul-09	MISCELLANEOUS ITEMS	MANUFACTURE D HOME (MOBILE HOME) MANUFACTURING	INITIAL ORDER OF 100 UNITS FOR 2 BEDROOM PARK MODEL PROCUREMENT
TL INDUSTRIES, INC.	\$27,096,000	\$27,096,000	Fixed Price	30-Sep-08	30-Nov-09	MISCELLANEOUS ITEMS	MANUFACTURE D HOME (MOBILE HOME) MANUFACTURING	INITIAL ORDER OF 100 UNITS FOR 2 BEDROOM PARK MODEL PROCUREMENT
TMI MANAGEMENT SYSTEMS INC	\$1,208,374	\$1,208,374	Fixed Price	15-Jun-08	15-Jun-11	LOGISTICS SUPPORT SERVICES	PROCESS, PHYSICAL DISTRIBUTION, AND LOGISTICS CONSULTING SERVICES	STAFFING & SUPPORT SERVICE FOR EHU
URS GROUP, INC	\$1,468,461	\$1,468,461	CPFF	05-Aug-08	15-Dec-08	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	HMTAP
URS GROUP, INC	\$1,849,123	\$1,849,123	CPFF	04-Aug-08	31-Dec-10	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	TECHNICAL SUPPORT FOR HMGF.
URS GROUP, INC	\$12,487,366	\$12,487,366	CPFF	12-Aug-08	01-Mar-11	A/E SVCS. (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	FLOODING MITIGATION.
VERIZON FEDERAL INC	\$632,790	\$1,529,854	Fixed Price	13-Mar-08	28-Feb-09	ADPE SYSTEM CONFIGURATION	OTHER COMPUTER RELATED SERVICES	EQUIPMENT
VERIZON FEDERAL INC	\$2,541,500	\$2,541,500	Fixed Price	06-Dec-07	02-Nov-07	TELEPHONE AND-OR COMMUNICATIONS SER	ALL OTHER BUSINESS SUPPORT SERVICES	CELLS, BLACKBERRIES
VERIZON FEDERAL INC	\$1,512,207	\$1,512,207	Fixed Price	09-Jan-08	02-Nov-07	TELEPHONE AND-OR COMMUNICATIONS SER	ALL OTHER BUSINESS SUPPORT SERVICES	CELLS, BLACKBERRIES
VERIZON FEDERAL INC	\$2,100,545	\$1,512,207	Fixed Price	30-Jan-08	02-Nov-07	TELEPHONE AND-OR COMMUNICATIONS SER	ALL OTHER BUSINESS SUPPORT SERVICES	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$1,652,132	\$1,512,207	Fixed Price	22-Feb-08	31-Mar-08	TELEPHONE AND-OR COMMUNICATIONS	ALL OTHER BUSINESS SUPPORT	VERIZON DELIVERY ORDER

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
						SER	SERVICES	
VERIZON FEDERAL INC	\$4,750,331	\$1,512,207	Fixed Price	28-Mar-08	31-Mar-08	TELEPHONE AND-OR COMMUNICATIONS SER	ALL OTHER BUSINESS SUPPORT SERVICES	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$983,711	\$1,512,207	Fixed Price	19-May-08	31-Mar-08	TELEPHONE AND-OR COMMUNICATIONS SER	ALL OTHER BUSINESS SUPPORT SERVICES	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$2,411,915	\$2,411,915	Fixed Price	09-Apr-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS MANAGEMENT SERVICES FOR FIXED PRICE LABOR AND ADMINISTRATIVE FEE FOR 10 MONTHS.
VERIZON FEDERAL INC	\$717,132	\$2,411,915	Fixed Price	19-May-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON TASK ORDER.
VERIZON FEDERAL INC	\$196,116	\$2,411,915	Fixed Price	23-Apr-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT/SERVICE S
VERIZON FEDERAL INC	\$108,714	\$2,411,915	Fixed Price	12-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$50,067	\$2,411,915	Fixed Price	24-Apr-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$10,190	\$2,411,915	Fixed Price	22-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON TASK ORDER
VERIZON FEDERAL INC	\$215,052	\$2,411,915	Fixed Price	19-May-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$135,414	\$2,411,915	Fixed Price	19-May-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$55,692	\$2,411,915	Fixed Price	04-Jun-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$569,130	\$2,411,915	Fixed Price	06-Jun-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$69,443	\$2,411,915	Fixed Price	11-Jun-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON TASK ORDER
VERIZON FEDERAL INC	\$83,556	\$2,411,915	Fixed Price	18-Jun-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$1,017,468	\$2,411,915	Fixed Price	25-Jun-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$61,589	\$2,411,915	Fixed Price	02-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$2,131,940	\$2,411,915	Fixed Price	02-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON DELIVERY ORDER
VERIZON FEDERAL INC	\$1,079,920	\$2,411,915	Fixed Price	22-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	VERIZON BRIDGE CONTRACT

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
VERIZON FEDERAL INC	\$60,786	\$2,411,915	Fixed Price	23-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOM BRIDGE
VERIZON FEDERAL INC	\$379,514	\$2,411,915	Fixed Price	29-Jul-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$13,428	\$2,411,915	Fixed Price	01-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$270,744	\$2,411,915	Fixed Price	01-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$2,649	\$2,411,915	Fixed Price	05-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$72,615	\$2,411,915	Fixed Price	11-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$15,480	\$2,411,915	Fixed Price	13-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$1,311,064	\$2,411,915	Fixed Price	19-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$37,511	\$2,411,915	Fixed Price	22-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$284,833	\$2,411,915	Fixed Price	27-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$28,566	\$2,411,915	Fixed Price	28-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$122,416	\$2,411,915	Fixed Price	02-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOM PRODUCTS AND SERVICES
VERIZON FEDERAL INC	\$28,397	\$2,411,915	Fixed Price	02-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$50,590	\$2,411,915	Fixed Price	04-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$426,380	\$2,411,915	Fixed Price	04-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOM PRODUCTS AND SERVICES
VERIZON FEDERAL INC	\$241,975	\$2,411,915	Fixed Price	09-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOM PRODUCTS AND SERVICES
VERIZON FEDERAL INC	\$405,263	\$2,411,915	Fixed Price	09-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$124,936	\$2,411,915	Fixed Price	09-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOM PRODUCTS AND SERVICES
VERIZON FEDERAL INC	\$125,563	\$2,411,915	Fixed Price	12-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$2,321,816	\$2,411,915	Fixed Price	12-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$753,974	\$2,411,915	Fixed Price	16-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT

Contractor Name	Obligated \$	Contract VALUE	Type of Contract	Start Date	End Date	Product or Service Description	NAICS Description	Description of Requirement
VERIZON FEDERAL INC	\$2,310,946	\$2,411,915	Fixed Price	17-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$40,058	\$2,411,915	Fixed Price	23-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$425,000	\$2,411,915	Fixed Price	23-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$1,415,569	\$2,411,915	Fixed Price	23-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$57,772	\$2,411,915	Fixed Price	25-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$281,629	\$2,411,915	Fixed Price	26-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$90,649	\$2,411,915	Fixed Price	27-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$730	\$2,411,915	Fixed Price	29-Sep-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
VERIZON FEDERAL INC	\$98,943	\$2,411,915	Fixed Price	19-Aug-08	31-Jan-09	TELECOMMUNICATION NETWORK MGMT SVCS	TELECOMMUNICATIONS RESELLERS	TELECOMMUNICATIONS EQUIPMENT
Watershed IV Alliance	\$4,333,423	\$4,333,423	Fixed Price	24-Mar-08	30-Sep-12	ENGINEERING AND TECHNICAL SERVICES	ENGINEERING SERVICES	TASK ORDER PLACED ON EMA2002CO0011A
Watershed IV Alliance	\$1,635,021	\$4,130,923	Fixed Price	24-Mar-08	23-Mar-12	ENGINEERING AND TECHNICAL SERVICES	ENGINEERING SERVICES	TASK ORDER #0022 FOR THE WATERSHED IV ALLIANCE
Watershed IV Alliance	\$3,098,936	\$3,098,936	Fixed Price	02-Apr-08	30-Sep-11	ENGINEERING AND TECHNICAL SERVICES	ENGINEERING SERVICES	TECHNICAL SERVICES MAP MOD REGION IV
WATERSHED VI ALLIANCE	\$2,998,589	\$3,000,000	Fixed Price	31-Mar-08	06-Jan-11	A/E SVCS, (INCL LANDSCAPING INTERIO	ENGINEERING SERVICES	MAPPING
WESTGATE HOMES INC	\$719,955	\$1,800,000	Fixed Price	06-May-08	30-Apr-09	MAINT-REPAIR/OTHER RESIDENTIAL BLD	FACILITIES SUPPORT SERVICES	YEAR THREE MAINTENANCE AND DEACTIVATION TASK ORDER (MDC)
WILDFLOWER INTERNATIONAL LTD	\$1,642,386	\$1,642,386	Fixed Price	19-Dec-07	30-Sep-08	ADP INPUT/OUTPUT & STORAGE DEVICES	OTHER COMPUTER RELATED SERVICES	CISCO MAINTENANCE & ENGINEERING SUPPORT

Question: Please provide for the record a list of all FEMA contracts, grants and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER: Please see the following table.

Contractor Name	Vendor Location	Vendor Country	Total Value	Effective Date	Completion Date	Description of Requirement	Principal Place of Performance Country
ATLASSIAN PTY LTD	SYDNEY	AUSTRALIA	\$4,800	09/15/2008	09/30/2008	JIRA SOFTWARE	AUSTRALIA

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE NITA LOWEY

Acting Deputy FEMA Administrator Dave Garratt
Disaster Response: Is FEMA Up to the Challenge?

FIRE Grants

Question: Congress recently provided \$4 billion in the stimulus bill for local law enforcement grants. While funding was included for firehouse construction and other programs that could benefit fire departments or Emergency Medical Service providers, there are often more opportunities for law enforcement to obtain federal funds that fire or EMS. I believe that when putting together the FY10 budget, this committee should continue to prioritize the Assistance to Firefighters Grant and the SAFER grant program. Could you describe how the FEMA Assistance to Firefighters Grant and the SAFER grant program help bolster disaster response efforts?

ANSWER: FEMA's Assistance to Firefighters Grants (AFG) and grants for Staffing for Adequate Fire and Emergency Response (SAFER) are centered on first responder safety and on assisting in the building of a basic and requisite level of response capability for America's local fire departments and emergency medical services (EMS). This is the foundation of an effective disaster response effort, regardless of its cause (natural, technological or man-made). The training in incident command and operations, the presence and use of equipment to engage in response efforts for the event or to protect the responder, and the physical well-being and health of the responder are all essential elements of an effective disaster response. AFG and SAFER assist in building the foundation of disaster response, local, in-place capability that is critical in the first hours of a disaster.

Cost Management Rule

Question: In November 2007, FEMA published an Interim Final Rule which modified the distribution of the Administrative Allowance. Portions of New York were hit by an ice storm in December and FEMA has claimed that the rule precludes it from reimbursing the NY State Emergency Management Office for helping localities complete Project Worksheets. During a time of significant budget shortfalls, why is FEMA limiting the amount of funds that states can receive to manage recovery efforts?

ANSWER: On October 11, 2007, the Federal Emergency Management Agency (FEMA) published an interim final rule on Management Costs (72 FR 57869). The interim final rule implements the management costs provisions of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act). The interim final rule is intended to establish the method by which FEMA reimburses costs incurred by grantees and subgrantees in administering grants received under FEMA's Public Assistance (PA) and Hazard Mitigation Grant programs (HMGP) following a declared disaster or emergency, and establishes fixed management cost rates for compensating eligible grantees and subgrantees.

FEMA has received comments on the interim final rule, and in order to ensure that all interested parties had adequate opportunity to submit their comments, FEMA reopened the comment period twice in 2008. FEMA is now reviewing these comments and plans to issue a final rule later this year. The final rule will address comments and questions that FEMA has received on the rate at which management costs are provided to states.

Under the current interim final rule, FEMA provides states with funding to pay for their administrative costs associated with administering grants awarded under the FEMA disaster grant programs. For the Public Assistance program, this is 3.34% of overall program funding. Applicants may charge their administrative costs that are associated with individual projects directly to the specific project worksheets. A state may also claim costs that are attributable directly to a specific project on a separate project worksheet submitted by the state. Under FEMA regulations, FEMA may only consider project worksheets of \$1,000 or more.

Homeland Security Grant Program

Question: When will FEMA announce FY09 Homeland Security Grant Program awards?

ANSWER: Currently, DHS/FEMA is scheduled to make the FY 2009 Homeland Security Grant Program (HSGP) award announcement in mid-June, in accordance with Congressionally-mandated timelines.

Question: Since FY07, FEMA has created a relative risk score to determine grant allocations that values threat at 20% and combined vulnerability and consequence 80% of the total risk score. Public Law 110-53 requires DHS to consider the three variables when determining risk, but does not set a relative weight for each variable. Why is the threat index worth only one-fifth of the total risk calculation?

ANSWER: The risk model DHS/FEMA utilizes to determine grant allocations considers the potential risk of terrorism to people, critical infrastructure, and economic security in a given area. In evaluating risk, DHS considers the populations in an area that could be at risk, the concentration of people in that area, and specific characteristics of their location that might contribute to risk, such as Intelligence Community assessments of threat, proximity to nationally critical infrastructure, and the economic impact of an attack.

In considering threat, DHS uses the Intelligence Community's best assessment of areas of the country and potential targets most likely to be attacked. In general, there is a level of uncertainty in evaluating credible threats; simply put, DHS remains uncertain which city terrorists will next attack. The Department and the Intelligence Community attempt to lessen the uncertainty through review of intelligence and threat reports that assist in determining which cities match terrorists' targeting goals.

As a result of these efforts, DHS utilizes threat tiers that are used in the formula to determine grant allocations. In the case of the Urban Area Security Initiative (UASI) program, urban areas designated as threat Tier 1 are those where there is a higher level of confidence that these cities are the preferred terrorist targets. There is a body of compelling credible reporting and analysis that point to multiple threats or threat streams originating from numerous sources. Threat Tier 2 urban areas are possible targets but with a lower level of confidence. Credible reporting and analysis exist that describe threats based on a more limited set of sources. Urban areas in threat Tiers 3 and 4 are those places where there is even less of an ability to fully characterize the terrorist threat to these urban areas; however attacks against infrastructure and assets in these urban areas would meet terrorist goals and objectives.

The Department continues to make refinements to the inputs used, taking into account expert judgment, enhanced data, and feedback from federal, state and local partners, all with the goal of better understanding threat and overall risk. To that end, we have been able to rely upon the expertise of the Department's Chief Intelligence Officer to review the threat component and apply expert judgment in the evaluation of those issues.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE CHET EDWARDS

Acting Deputy FEMA Administrator Dave Garratt
 Disaster Response: Is FEMA up to the challenge?

Immediate Response of FEMA

Question: Is there a way to get cash flowing more quickly after a storm? Once the storm hits, a jurisdiction has exponential costs at the same time that their funding is drying up.

ANSWER: FEMA may speed the provision of assistance to affected jurisdictions after a disaster by making expedited payments. These are made to applicants who participated in the Preliminary Damage Assessment (PDA) and who have applied for Public Assistance. FEMA will obligate 50 percent of the federal share of the estimated cost of work under Category A (Debris Removal) and Category B (Emergency Protective Measures) as estimated during the PDA. Payment for Category A will be within 60 days after the estimate was made and no later than 90 days after the *Request for Public Assistance* was submitted. Expedited payments are not intended for work that involves environmental or historic preservation concerns or work covered by insurance. The payments will need to be reconciled with actual costs. *Project Worksheets* (PWs) will follow the normal *Project Worksheet* process.

FEMA is also considering a rulemaking that would propose a process to provide advance funding for permanent work.

Consistency of FEMA

Question: What is FEMA doing to provide more consistency for communities after a storm? After Ike, numerous communities saw high turn over in the FEMA staff on the ground which delayed response as it took time to get people up to speed on the current situation. It also caused confusion when the responses from the different FEMA agents were different. Is there a plan to have better training so that the rules and policies are interpreted in a consistent manner?

ANSWER: Per the FEMA Administrator's direction of January 16, 2009, the Disaster Reserve Workforce Division initiated the Disaster Workforce Credentialing Program. This program provides consistency and standardization in the training of FEMA's Disaster Workforce, and will enable a consistent message and level of expertise of FEMA personnel delivering FEMA services and assistance when responding to disasters and serving during the recovery phase. Anticipating the inevitable turnover of Reservists assigned in field operations, the standardization this program provides will help ensure that the same message and consistent level of service are provided by a flexible, fully trained national FEMA Workforce regardless of Regional affiliation.

The Disaster Reserve Workforce Division (DRWD) can assist Program Offices in addressing this issue of consistency in program policy interpretation through the Agency-wide Disaster Workforce Credentialing Program.

The Agency-wide Credentialing Program identifies the knowledge, skills and abilities which deployed employees must have in order to perform in any of the 230+ disaster job titles in the Joint Field Office organization. These cadre-specific Credentialing Plans, combined with the Position Task Books on which they are based, serve as the foundation against which FEMA will identify curriculum gaps in training for the future. Once implemented, each program office (e.g., Public Assistance, Logistics) periodically will be required to review and update its cadre-specific credentialing plan and the policies and procedures contained in the training products. By having a fully funded, formal credentialing program with refresher triggers, FEMA can be much more successful in keeping its Disaster Workforce trained and updated to national standards, thereby minimizing inconsistencies and local interpretations occurring now because of gaps in the current training program.

The initial stages of the Credentialing Plan initiative began in June 2008, and the FEMA Administrator announced the formal roll out of this Credentialing Plan initiative in January 2009.

Emergency Shelter

Question: After Hurricane Ike, Galveston had to contract with a private company for sheltering. Red Cross could not do it as was planned pre-storm as there was no building to house the shelter. The private vendor provided tent shelters which ran the City approximately \$3.2 million. Getting these private vendors paid has been complicated and problematic. In future storms can FEMA provide emergency sheltering itself or streamline the process of paying vendors when Red Cross is unable to assist?

ANSWER: The shelter in question was located next to the Alamo School on Galveston Island and set up with the City of Galveston without a written contract. The shelter was supported by various organizations and operational for approximately three weeks before closing down due to non-payment and the availability of an alternate shelter servicing the affected population.

The issue with the non-payment to the contractor is between the City, the contractor and the State of Texas. The City of Galveston must follow the established (by the State) reimbursement process and must meet Public Assistance (PA) eligibility requirements. Note that FEMA has reimbursed the City for the costs cited above.

FEMA continues to work with states to ensure that shelter plans for catastrophic events are coordinated at all levels. During the response to Hurricane Ike and Gustav, FEMA extended considerable logistical support to the American Red Cross (ARC) and other voluntary agencies. This support will be extended to other operations in the future if requested by an affected state.

Assistance Timeframes

Question: What is the methodology for determining assistance timeframes? The timelines put in place for assistance doesn't seem to be realistic and therefore extensions are required. The two best examples of this are the 100% match for debris removal. Initially, the 100% match was up in October. Through a series of extensions it is now good through April. The other problem was with housing assistance. Individuals were given hotel vouchers, but when the time was running out for those they still had no place to go. Eventually the program would be extended, usually on the day that it was supposed to expire. This caused individuals to panic, thinking that they were going to be out on the streets the next day. Can FEMA implement better timelines for assistance so that jurisdictions and individuals have real expectations and are able to make more solid, accurate plans and not rely on continual extensions?

ANSWER: Public Assistance

Under the Public Assistance Program, the Federal Government is responsible for supplementing the efforts and available resources of state and local governments when the President declares a disaster or emergency. This may include assistance for the costs associated with removing and disposing of debris that is a result from the disaster. Because funding provided by the program is supplementary in nature, an appropriate sharing of costs between the Federal and state governments must be determined. While the federal cost share may be adjusted depending on the severity of a disaster, the minimum federal cost share is 75 percent of eligible costs.

The guidelines for FEMA making a recommendation to adjust the federal cost share are outlined in regulation (44 CFR 206.47). FEMA may make a recommendation for an increased federal cost share for emergency work for a limited period of time in the initial days after an incident. Due to the severity of the impact of Hurricane Ike in Texas, the Governor requested, and the President authorized an adjustment to the federal cost share to 100% federal funding for Category A, debris removal, for a period of seven and a half months.

Housing Assistance

Since the question stated, *“Individuals were given hotel vouchers, but when the time was running out for those they still had no place to go. Eventually the program would be extended, usually on the day that it was supposed to expire. This caused individuals to panic, thinking that they were going to be out on the streets the next day”* we assume the question is about the timeframes within the Transitional Sheltering Assistance (TSA) for Displaced Individuals and Households policy. Within this policy, there are 3 distinct timeframes/time periods: 1) period of time for displacement; 2) initial period of assistance for TSA; and 3) period of assistance interval.

1. *Period of Time for Displacement* – This time period is a key factor in determining whether TSA will be implemented. Based on an impact assessment, FEMA and the state would need to determine if there are specific geographic area(s) that will be or are expected to be inaccessible or areas that incurred damages that would prevent evacuees from returning to their homes for an extended period of time, i.e., 5-14 days or longer. The 5-14 days or longer period of time directly correlates with the jurisdiction's capability and capacity to maintain congregate shelters after an event. If the period of displacement is between 5-14 days, then an initial period of assistance for TSA may be established.
2. *Initial Period of Assistance for TSA* - This time period is based on the timeframe for hotel vouchers provided by the National American Red Cross and the amount of time for FEMA's disaster assistance programs to be fully engaged. The initial period of assistance for TSA will be 5-14 days (adjustable upward to 30 days if needed) from the date the Assistant Administrator for the Disaster Assistance Directorate authorizes the use of the policy in the disaster. The 30-day limitation is consistent with Red Cross limits on hotel vouchers and the amount of time it historically takes to fully implement the Individuals and Households Program, including disbursing short term rental assistance. The 30-day timeframe also serves as a demarcation between sheltering activities and housing assistance programs.
3. *Period of Assistance Interval* – This time period is based on the timeframe of how long it may take for an applicant to receive a written decision on his or her request for disaster assistance. Applicants eligible for traditional disaster assistance are allowed an additional 14 days following their initial period of assistance for TSA in order to identify alternate housing. This timeframe is based on the amount of time needed to complete inspections, generate and notify applicants of eligibility decisions, disburse (including mailing checks when appropriate) and deposit funds.

Timelines

The responsibility for responding to incidents, both natural and manmade, begins at the local level – with individuals and public officials in the county, city or town affected by the incident. If local resources are not adequate, authorities can seek additional assistance from the county emergency manager or the state's Director of Emergency Management. The state emergency management agency may dispatch personnel to the scene to

assist in the response and recovery effort. If an incident is beyond the local and state capabilities, the governor can request federal assistance. Due to the processes involving assessments, requests, and validations, it can be estimated that reasonable federal disaster response assistance occurs within a 72 hour timeframe. The Robert T. Stafford Disaster Relief and Emergency Assistance Act provides the legal basis for FEMA to provide disaster response and recovery assistance. Following a major emergency or disaster declaration by the President, FEMA is authorized to dispatch its own disaster response teams and assets to provide support and/or issue Mission Assignments to National Response Plan (NRP) signatory Departments and Agencies. The Mission Assignment is the vehicle used by FEMA in a Stafford Act major disaster or emergency declaration to order immediate, short-term disaster response assistance from Departments and Agencies to help state, local and tribal governments that request specific assistance because they are overwhelmed by the event and unable to perform the necessary work. To further streamline and facilitate rapid disaster response, FEMA has also approved 236 Pre-Scripted Mission Assignments (PSMAs) with 29 federal departments and agencies.

FEMA can pre-stage assets, including disaster response teams and personnel such as Urban Search and Rescue and Incident Management Assistance Teams, into an area to provide the strategic resource capability in the form of initial response resources based on anticipated requirements of a pending disaster and before a disaster declaration. FEMA can also position commodities through a network of National Logistics Staging Areas (NLSAs). NLSAs are an extension of the national distribution system, which includes Distribution Centers as well as positioning sites enabling an agile, flexible and adaptable resource management and provisioning capability. This is vital to ensure that resources are in or near the area of disaster impact for immediate distribution upon direction of the appropriate state and federal officials. This concept allows FEMA to position in advance for a quick response, but actual assistance cannot be provided until a governor requests and a Presidential declaration is made.

Disaster response support is also coordinated and provided through one or more of the NRP's 15 Emergency Support Functions (ESFs). The ESFs serve as the primary operational-level mechanism supporting FEMA in providing state and local disaster assistance in functional areas such as transportation, communications, public works and engineering, firefighting, mass care, housing, human services, public health and medical services, search and rescue, oil and hazardous materials, agriculture and energy.

FEMA also manages a network of National and Regional operations centers to coordinate and sustain response operations, maintain situational awareness, and provide a common operating picture for DHS and FEMA leadership. This network provides a critical coordination and information sharing mechanism used to accelerate the provision of assistance to state and local governments in need. These centers not only facilitate information sharing between FEMA, non-FEMA entities, and the state and local governments, but help ensure a consolidated, consistent, and accurate status of on-going incidents, responses, or potential events. The operations centers are also used to facilitate information exchange and coordination for impending events, such as an approaching hurricane. Also, through future planning capabilities that have been developed, FEMA often begins monitoring and preparing for evolving disaster situations that may end up in an emergency or disaster declaration, effectively shortening response time and providing necessary support to state and locals if needed.

FEMA Housing

Question: Can the mobile home program be more quickly implemented with having predetermined sites for their location? The slower the response is to provide long term housing the greater the likelihood of people not returning is. Galveston is projecting that they will have a significant decrease in populations as there was no place to live so they chose to move on.

ANSWER: Part of the disaster housing pre-planning process may include FEMA Regional IA Staff supporting States in the development of commercial manufactured housing park catalogues and pre-identified land for

community site development. However, for most disaster housing operations (including the recent Ike mission in Texas) the majority of units are placed on individual, owner-occupied residential sites, keeping occupants as near to their pre-disaster residence as possible. Common delays in mission delivery include environmental compliance concerns, availability of utility personnel to help connect power, water and sewer; and working within various local code and permitting restrictions; all of these factors contributed significantly to the delays in Galveston. Therefore, the planning priority this year is to encourage states to establish State Housing Task Forces prior to disasters, so that the states are fully engaged in the housing mission planning and can better facilitate issues such as local ordinance and code restrictions, local utility delays, and environmental considerations.

FEMA Personnel

Question: What can be done for FEMA personnel, at least initially to arrive with some type of self support? While FEMA personnel are critical immediately after a storm, sometimes they take up and consume supplies, hotel space, etc that is critical to have for local personnel.

ANSWER: FEMA has multiple disaster response teams and assets that can be immediately deployed to support state and local response operations including National and Regional Incident Management Assistance Teams (IMAT) and Urban Search and Rescue (US&R) Task Forces, both designed to be self sufficient in the early phases of disaster response.

The IMAT is a highly mobile, responsive, and self-sufficient capability of qualified and experienced Federal emergency management personnel and resources for FEMA to immediately deploy in support of any all-hazard incident response in the nation. The primary mission of the IMAT is to rapidly deploy within 2 hours of notice to an incident (arriving on scene within 12 hours), provide leadership in the provision of federal assistance, improve situational awareness, and coordinate integrated response in support of the impacted areas. An IMAT is designed to be completely self-sufficient for the first 48 hours of operations to augment potentially scarce local resources, and be equipped to meet mission requirements identified for the specific situation.

The national US&R Response System is a framework for structuring local emergency services personnel into integrated disaster response task forces. The 28 national US&R Task Forces, complete with the necessary tools, equipment, skills and techniques, can be deployed by FEMA to assist tribal, state and local governments in rescuing victims of structural collapse incidents or to assist in other search and rescue missions. The 28 task forces, located throughout the continental United States, can be activated and deployed by FEMA to a disaster area to provide assistance in structural collapse and rescue, or may be pre-positioned when a major disaster threatens a community. Each Task Force can be divided into two 35-member teams to provide 24-hour search and rescue operations and are completely self-sufficient for 72-hours.

Consistency of FEMA

Question: What is the reason for treating Texas differently than Louisiana in storm recovery? Louisiana had a longer debris cleanup period and was able to use CDBG funds as match for other programs, etc.

ANSWER: FEMA administers disaster assistance programs authorized under the Stafford Act to supplement the needs of states and localities that are impacted by disasters and emergencies. The provision of this assistance is based on FEMA regulations and established policies. FEMA administers such assistance in order to meet the outstanding needs of the states and localities that are affected by the disaster incidents. Having said that, each disaster is different. A single disaster impacts areas differently, and each jurisdiction has unique capabilities for dealing with disasters. As a result, local needs for supplemental federal assistance will vary

from disaster to disaster. As of March 2, 2009, the removal of 20 million cubic yards of debris had been completed in Texas after Hurricane Ike, representing 95% of the total estimated debris removal work in this disaster. After Hurricanes Katrina and Rita in Louisiana, 54 million cubic yards of debris was removed.

The Department of Housing and Urban Development (HUD) has oversight responsibility for the use of CDBG funds. These funds are separate and distinct from any FEMA assistance. As a result, a full response to this portion of the question needs to come from HUD.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE KEN CALVERT

Acting Deputy FEMA Administrator Dave Garratt
Disaster Response: Is FEMA up to Challenge?

FEMA Grants

Question: What are DHS' plans in regards to the elimination of any matching fund requirement under the Homeland Security Grants Programs (specifically regarding these two major grants that have match requirements)?

- o EMPG (Emergency Management Performance Grant) has a 50% local govt. match requirement.
- o RCPGP (Regional Catastrophic Planning Grant Program) has a 25% local govt. match requirement.

ANSWER: Under the FY 2009 Emergency Management Performance Grant (EMPG), there is a statutorily mandated 50 percent state cost-share or match (cash or in-kind). The Stafford Act, as amended by Section 662 of the Post-Katrina Emergency Management Reform Act (P.L. 109-295) and section 201 of the Implementing Recommendations of the 9/11 Act of 2007 (P.L. 110-53), outlines this cost-share requirement. As such, DHS has no authority to eliminate the match requirement.

In past years, the Administration chose to impose in-kind matching requirements under the Regional Catastrophic Planning Grant Program to ensure ownership of programs while not placing a cash burden on jurisdictions. Currently, the Secretary is weighing the possible reduction of matching requirements for programs under which the law allows discretion.

Question: Also, can you please provide an update on the matching requirement status of the State Homeland Security Grant Program, which is by far the largest and most widely used grant, and has no local government match requirement?

ANSWER: As in FY 2008, there is no cost share requirement for the FY 2009 State Homeland Security Grant Program (SHSP). However, there is an option for an applicant to provide a cost-share or match (cash or in-kind) which provides bonus points in the evaluation and scoring of applications. Many communities are already using state and/or local funds to supplement many of their Homeland Security projects, demonstrating a commitment on the part of states to fully accomplish those projects that meet their greatest homeland security needs within the guidelines of the grant programs. DHS firmly believes that projects that have a state or local cost share are more likely to be successful than those with purely federal funding. Because many states and locals have expressed concern over previous DHS statements concerning a potential required match for the State Homeland Security Grant Program, DHS wants to explore the impact before requiring a percentage of matching funds in these difficult economic times.

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TUESDAY, MARCH 17, 2009.

INTEROPERABLE COMMUNICATIONS

WITNESSES

DAVID BOYD, DIRECTOR, OFFICE OF INTEROPERABILITY AND COMPATIBILITY

CHRIS ESSID, DIRECTOR, OFFICE OF EMERGENCY COMMUNICATIONS
ROSS ASHLEY, ASSISTANT ADMINISTRATOR, FEMA GRANTS PROGRAM
DIRECTORATE

OPENING STATEMENT OF CHAIRMAN PRICE

Mr. PRICE. The subcommittee will come to order. Good morning.

In the 7½ years since the 9/11 attacks, there has been heightened concern about the ability or inability of our Nation's emergency responders to communicate with one another during crises. The need for firefighters, emergency medical personnel and law enforcement to talk to one another and for Federal emergency workers to be able to communicate with each is all too clear when disasters strike and our citizens require a coordinated government response. While progress has been made promoting interoperability, we in Congress hear almost daily about shortcomings preventing effective emergency communications.

The Department of Homeland Security has a threefold approach to solving the interoperability puzzle, and we have witnesses from each organization within the Department here today.

Dr. David Boyd is Director of the Office of Interoperability and Compatibility, or OIC as it is commonly known. That office conducts interoperability-related research, promulgates technical standards and works to develop new communications tools.

Mr. Chris Essid is Director of the Office of Emergency Communications, or OEC. This office is responsible for coordinating national interoperable communications policy, guiding State planning efforts, and providing technical and training assistance to the emergency responder community.

And Mr. Ross Ashley, back with us, welcome, Assistant Administrator of the FEMA Grants Program Directorate, which is responsible for reviewing and awarding State interoperable communications grants. The FEMA Grants Directorate also works with the Department of Commerce, National Telecommunications and Information Administration to distribute funds from the Public Safety Interoperability Communications Grant Program.

The fundamental question all of us have is this: Why aren't we making faster progress toward effective interoperability? The Federal Government has a structure at DHS that appears to cover the full continuum of interoperability from research and development to policy, to acquisition and training. In 2007, 56 Statewide Interoperability Communications Plans were submitted to DHS, which

then reviewed and approved them in 2008. Congress has also provided multiple sources of funding to allow States and localities to invest in network upgrades and to acquire new equipment. However, one must look only as far as the severe communications problems during the response to Hurricane Katrina or more recent difficulties during last summer's wildfires, such as those in Big Sur, California, to see that the interoperability problem is far from being solved.

This committee directly controls the funding that helps States and localities improve their communications and to purchase equipment meeting interoperability standards. In 2009, we appropriated \$50 million for interoperable communications grants, the same as in 2008. Furthermore \$1 billion in grant funding was provided by Congress for the Public Safety Interoperable Communications Grant program in 2007. Mr. Ashley, we are going to need an update on the award of these funds, and whether you think the money is being successfully invested to meet State and local needs.

The research, policy and training programs at OIC and OEC help the emergency responder community make effective interoperability decisions. I am pleased that all the States and territories now have federally approved interoperable communications plans, and I see that as a major accomplishment of which DHS can be proud. However, we need to be vigilant that these plans are implemented rapidly and do not gather dust on a shelf.

Mr. Essid and Dr. Boyd, we need to know how you will make sure these plans are turned into reality. You gentlemen know better than anyone else that simply purchasing the right equipment does not solve our interoperable communications challenges. There need to be workable plans in place to manage the conversion to new technology and procedures along with robust training for the actual operators of the system. I will be interested to hear about your efforts to ensure that the award of Federal grants for equipment is accompanied by serious efforts to train and prepare the State and local users. That way we can arrive at successful results and not waste money in the process.

More broadly speaking, we also have to discuss Federal management of the public airwaves. While this committee does not have jurisdiction over the Federal Communications Commission, which administers the radio spectrum, decisions that agency makes do directly affect DHS's interoperable communications programs. In early 2008, the FCC attempted to auction the D block of the 700 megahertz band and have the public sector build a national broadband network for emergency responders. However, that auction failed, and the FCC Office of the Inspector General reported bidders were scared off by the risk that costs for a robust emergency network could exceed revenues from broadband subscriptions.

Since then many have questioned whether a nationwide emergency network managed by the private sector is necessary for interoperable communications, or even a good idea. An alternative approach would simply allocate spectrum licenses to regional entities that could then construct and manage publicly owned networks. I would like to hear from all of our witnesses about the advantages and disadvantages of such an approach, including how rapidly such

networks could be deployed, what costs could or should be shouldered by the Federal Government, and whether such a technological solution is even feasible.

So clearly we have a full agenda with many interesting and important topics. We thank all of you for appearing before the committee today. We look forward to your testimony.

As is our usual practice, we will put your written statements in the hearing record, the complete statements, and ask you to summarize in 5-minute presentations. We will start with Dr. Boyd, followed by Mr. Essid, and then Mr. Ashley.

Before that, however, I want to turn to John Carter, sitting in for now for our Ranking Member Hal Rogers, and ask Mr. Carter for any comments he has.

[The information follows:]



COMMITTEE ON APPROPRIATIONS

David Price (D-NC), Chairman, Subcommittee on Homeland Security

FOR RELEASE UPON DELIVERY
Tuesday, March 17, 2009

Media Contact: Phil Feagan
202-225-1784

OPENING STATEMENT OF CHAIRMAN DAVID PRICE *DHS Interoperable Communications Programs* *March 17, 2009 / 10:00 am*

In the seven-and-a-half years since the 9/11 attacks, there has been heightened concern about the ability or inability of our nation's emergency responders to communicate with one another during crises. The need for firefighters, emergency medical personnel, and law enforcement to talk to one another, and for Federal emergency workers to be able to communicate with each, is all too clear when disasters strike and our citizens require a coordinated government response. While progress has been made promoting interoperability, we in Congress hear almost daily about shortcomings preventing effective emergency communications.

DHS has a three-fold approach to solving the interoperability puzzle, and we have witnesses from each organization with us today:

- Dr. David Boyd is Director of the Office of Interoperability and Compatibility. OIC, as it is more commonly known, conducts interoperability-related research, promulgates technical standards, and works to develop new communications tools.
- Mr. Chris Essid is Director of the Office of Emergency Communications, or OEC. This office is responsible for coordinating national interoperable communications policy, guiding State planning efforts, and providing technical and training assistance to the emergency responder community.

- Mr. Ross Ashley is Assistant Administrator of the FEMA Grants Program Directorate, which is responsible for reviewing and awarding State interoperable communications grants. The FEMA Grants Directorate also works with the Department of Commerce National Telecommunications and Information Administration to distribute funds from the Public Safety Interoperability Communications grant program.

The fundamental question all of us have is this: why aren't we making faster progress toward effective interoperability? The Federal government has a structure at DHS that appears to cover the full continuum of interoperability from research and development to policy to acquisition and training. In 2007, 56 Statewide Interoperability Communications Plans were submitted to DHS, which then reviewed and approved them in 2008. Congress has also provided multiple sources of funding to allow States and localities to invest in network upgrades and acquire new equipment.

However, one must only look as far as the severe communications problems during the response to Hurricane Katrina, or more recent difficulties during last summer's wildfires, such as those in Big Sur, California, to see that the interoperability problem is far from being solved.

This Committee directly controls the funding that helps States and localities improve their communications and to purchase equipment meeting interoperability standards. In 2009, we appropriated \$50 million for interoperable communications grants, the same as in 2008. Furthermore, \$1 billion in grant funding was provided by Congress for the Public Safety Interoperable Communications grant program in 2007. Mr. Ashley, we need an update on award of these funds, and whether you think the money is being successfully invested to meet State and local needs.

The research, policy, and training programs at OIC and OEC help the emergency responder community make effective interoperability decisions. I am pleased that all of the States and territories now have Federally-approved interoperable communications plans, and see that as a major accomplishment of which DHS can be proud. However, we need to be vigilant that these plans are implemented rapidly, and do not gather dust on a shelf. Mr. Essid and Dr. Boyd, we need to know how you will make sure these plans are turned into reality.

You gentlemen know better than anyone that simply purchasing the right equipment does not solve our interoperable communications challenges. There need to be workable plans in place to manage the conversion to new technology and procedures, along with robust training for the actual operators of the system. I will be interested to hear about your efforts to ensure that the award of federal grants for equipment is accompanied by serious efforts to train and prepare the state and local users. That way we can arrive at successful results and not waste any money in the process.

Most broadly speaking, we also have to discuss Federal management of the public airwaves. While this Committee does not have jurisdiction over the FCC, which administers the radio spectrum, decisions that agency makes directly affect DHS's interoperable communications programs.

In early 2008, the FCC attempted to auction the "D block" of the 700 MHz band and have the private sector build a national broadband network for emergency responders. However, the auction failed, and the FCC Office of Inspector General reported bidders were scared off by the risk that costs for a robust emergency network could exceed revenues from broadband subscriptions. Since then, many have questioned whether a nationwide emergency network managed by the private sector is necessary for interoperable communications, or even a good idea. An alternative approach would simply allocate spectrum licenses to regional entities that could then construct and manage publicly-

owned networks. I would like to hear from all of our witnesses about the advantages and disadvantages of such an approach, including how rapidly such networks could be deployed, what costs could or should be shouldered by the Federal government, and whether such a technological solution is even feasible.

Clearly we have a full agenda of many interesting topics. Gentlemen, we thank you for appearing before the Committee today, and we look forward to your testimony. Please summarize your written statements in a 5 minute presentation. Dr. Boyd, you will begin, followed by Mr. Essid and then Mr. Ashley. Before you start, however, let me turn to Ranking Member Hal Rogers for his opening comments.

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OPENING STATEMENT BY MR. CARTER

Mr. CARTER. Thank you, Mr. Chairman. And I want to welcome the distinguished guests here today.

One of the Nation's foremost preparedness goals since 9/11 has been improved interoperable communications for emergency response communities at all levels of government. But despite being defined by law, the very term "interoperability" is perhaps one of the most abused terms in the field of homeland security. If I asked 10 people how to define interoperability, I would probably get 10 different responses.

Simply put, interoperability is the right people being able to communicate at the right time. Whether it is the Border Patrol trying to talk to a local sheriff along the border, or the Coast Guard trying to radio a nearby hospital, or even a New York City firefighter trying to yell at a nearby cop, interoperability is an essential goal for our Nation's preparedness. Unfortunately, it is also a goal that has eluded the emergency response community for a long time.

To address this issue, Congress created the Office of Emergency Communications, or OEC, and required a National Emergency Communication Plan. This plan, which was put into effect last August, provides a strategy for addressing our Nation's emergency communication shortfalls, and it does so by laying out discrete milestones over the next 4 years. My question to you is whether we are on track to meet those targets. But considering that more than \$1 billion provided for interoperability grants and public safety interoperability communication grants over the last 3 fiscal years is still unspent, and given the delays in critical programs like the integrated wireless network, it is fairly obvious the Department's interoperability goals face some serious obstacles, obstacles that have to be and must be overcome.

Today, with the help of our panel of witnesses, I hope we can learn more about the Department's progress towards ensuring our emergency responders can communicate as needed on demand at all levels of government. With such a vital need at stake, failure is certainly not an option. Mr. Chairman, I look forward to this discussion.

Mr. PRICE. Thank you.

[The information follows:]

OPENING STATEMENT

CONGRESSMAN
Hal Rogers



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Opening Statement
Subcommittee on Homeland Security Appropriations

Interoperable Communications

Witnesses:

Dr. David Boyd, Director, Command Control and Interoperability Division,
DHS Directorate for Science & Technology
Mr. W. Ross Ashley, Assistant Administrator of Grant Programs, FEMA
Mr. Chris Essid, Director, Office of Emergency Communications, DHS

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Thank you, Mr. Chairman.

Achieving interoperability among the Nation's emergency response community is a worthy goal I'm sure everyone supports, but also a goal that we are well overdue in achieving.

So, I very much appreciate our panel of witnesses appearing today to discuss this issue—*particularly a University of Kentucky Wildcat in Mr. Essid.* I also note the appearance of Mr. Ashley—*so we meet again.*

It's déjà vu all over again, Mr. Ashley, because just last week at our Rail and Transit Security hearing we were talking about an enormous amount of grant money languishing in the coffer and not fulfilling the security needs of our Nation. As I look at the funding history data of both the Interoperable Emergency Communications Grant Program and the Public Safety Interoperable Communications Program – **only a pathetic 6.4% of the more \$1 billion provided for these programs over the last three fiscal years has actually been spent.** *That means there's more than \$997 million that could be out on the streets helping our first responders meet their interoperability needs.* Instead, it's the same old song we heard last week... **and that is simply unacceptable.**

So, with that in mind, let me get right to the point:

⇒ *If DHS is **serious** about **reaching** the interoperability goals that are laid out in its National Emergency Communications Plan, I'm not seeing the results that should accompany such a commitment.*

⇒ *If DHS is **serious** about ensuring its frontline components – namely CBP, ICE, Coast Guard, Secret Service, and local emergency response personnel – can talk with one another, I'm not seeing the kind of progress these operators need.*

Simply put, “interoperability” is the right people being able to communicate at the right time—and the recognition of this obvious need for all response and operational personnel is

precisely why Congress created the Office of Emergency Communications and required the National Emergency Communications Plan. *But these requirements were not for show—they exist to produce results; **tangible results**.*

So, whether it's the Border Patrol trying to talk to a local sheriff along the border, or the Coast Guard trying to radio a nearby hospital, or even a New York City firefighter trying to yell at a nearby cop, "interoperability" is an absolutely essential need for our Nation's preparedness.

Today, with the help of our panel of witnesses, I hope we can learn more about the Department's efforts towards ensuring our emergency responders can communicate as needed, on demand, at all levels of government. *With such a vital need at stake, failure is certainly not an option.*

Thank you, Mr. Chairman. I look forward to this discussion.

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Mr. PRICE. Dr. Boyd, please begin.

OPENING STATEMENT OF DR. BOYD

Mr. BOYD. Good morning, Chairman Price, Mr. Carter, members of the subcommittee.

As the members of this committee are well aware, communications is essential to the success of any emergency response operation. Emergency responders need to share vital data and voice information across disciplines and jurisdictions to successfully respond to day-to-day incidents as well as to large-scale emergencies, which means we have to strengthen both operability, a prerequisite, as well as interoperability by developing tools, technologies and methodologies that agencies can use both day to day and in emergencies.

But achieving interoperable communications requires a focus on genuine user needs, so we rely on both practitioners and policy-makers across disciplines, jurisdictions and levels of government to ensure that our work is aligned with actual responders' needs. We do this by piloting new technologies; developing and disseminating best practices, lessons learned, case studies and other tools; testing and evaluating current technologies; and creating methodologies for use by responders.

Most of the tools in common use across the United States today were developed in the Office for Interoperability and Compatibility, the communications component of my division. These include the Interoperability Continuum, about which you will probably hear a great deal; the Public Safety Statement of Requirements for Interoperability, the first such document; the Statewide Communications Interoperability Planning Guide methodology, the first baseline study of interoperability ever conducted in the United States; and the Communications Unit Leader Syllabus, which is now used for training of communications leaders and many others. Both Canada and the United Kingdom have adopted many of these tools. They call it borrowing with pride.

Working with practitioners, we developed the core strategy for improving interoperability for the Nation's emergency responders, which is focused on promoting a system of systems approach, which uses standards-based communications equipment. This approach gives emergency response agencies the flexibility to select equipment that best meets their unique technical requirements and budget constraints. It also allows communications among systems owned and operated by different responder agencies that may have been developed by different manufacturers.

Experience shows that the first requirement in introducing any new technology or concept is to first establish its credibility by proving it really works in an operational environment. We do this by initiating a pilot. But a single pilot demonstration in a single locality or region rarely generates sufficient information to answer the questions about whether it works, whether it works properly and whether it works adequately. So we have to do this in a number of places before we can expect to develop a replicable model for the Nation, because every jurisdiction, community and geographic area in the United States is different and has different needs and problems. We conduct these pilots and demonstrations in as many

places as possible. These pilot demonstrations affect not just the communities in which they are conducted, but also influence their neighbors, ultimately speeding adoption of technologies and lessons learned across the Nation.

While governance and other human dimensions of interoperability are critical to any solution, technology remains at the center of the issue, making research, development, testing, evaluation standards and piloting of new interoperable technologies vital to the creation of a comprehensive solution.

We are also developing key technologies to strengthen communications and information sharing, many of which are currently being successfully piloted throughout the Nation. The critical infrastructure inspection management system, which I can demonstrate later if anyone is interested, costs less than \$3,000 per installation, well below initial estimates of at least \$100,000 per installation, and has been deployed in the State of Maryland, where it has been credited with substantial cost savings for the State, and in Los Angeles, and is being implemented in other communities.

The multiband radio, an affordable, single handheld unit capable of interoperating with State, Federal and military radios regardless of frequency or mode, is currently being piloted in several communities and even in a cross-border application with Canada.

Virtual USA is a strategic initiative that builds on our partnership with the State of Alabama. The State asked us to help further develop this innovative project to provide critical information in whatever form emergency responders need, while also providing day-to-day value to local jurisdictions. While this initiative is far more than a geographical information system, it does allow critical data, such as real-time weather information, the location of fire hydrants, pipelines, and even tax and property data and other information critical to any State in any emergency, to be displayed on real-time maps and imagery or as standard reports in any format. The only limit to what can be shared and displayed is the imagination of those who use the system.

Obviously this is a concept with enormous potential. So in the coming year we will be working with several other States, Louisiana, Mississippi, Florida, Texas, Virginia, Georgia, Tennessee and others, to broaden this concept and create a set of tools to allow disparate State systems to interoperate and exchange data with any system and with any device, wired or wireless. Our goal is to create technologies and methodologies which are both application- and platform-agnostic, and which can enable the exchange of information in whatever form emergency responders need, delivered to whatever communications device they have without wasting legacy investments.

Details regarding additional initiatives we are undertaking to improve communications and interoperability across the Nation can be found in the submission for the record. I would be happy to answer any questions the committee may have.

Mr. PRICE. Thank you.

[The information follows:]

Statement for the Record

David G. Boyd, Ph.D.
Director
Command, Control and Interoperability Division
Science and Technology Directorate
U.S. Department of Homeland Security

Before the U.S. House of Representatives
Committee on Appropriations
Subcommittee on Homeland Security

March 17, 2009

Introduction

Good morning Chairman Price, Ranking Member Rogers, and Members of the Subcommittee. Thank you for inviting me to speak with you today about interoperable communications and our efforts to ensure emergency responders have the information they need to effectively respond to natural and man-made disasters.

Since the creation of the U.S. Department of Homeland Security (DHS), there has been considerable progress in strengthening interoperable communications across the Nation. The Science and Technology (S&T) Directorate has been at the forefront of efforts to improve interoperable communications since 2003 when the SAFECOM program was transferred from the Federal Emergency Management Agency (FEMA) to S&T. SAFECOM worked directly with emergency response and preparedness agencies by coordinating directly with local, tribal, state, and Federal agencies. SAFECOM later became a part of S&T's Office for Interoperability and Compatibility (OIC), which was established by Congress in 2004 and is housed within S&T's Command, Control and Interoperability (CCI) Division. OIC also became heavily involved in data communications when the Disaster Management (DM) program became part of OIC in 2005.¹

OIC is responsible for improving voice and data communications for the emergency response community by piloting new technologies; developing and disseminating best practices, lessons learned, case studies, and other tools; testing and evaluating current technologies; and creating methodologies for establishing a system of systems nationwide. OIC adopted SAFECOM's practitioner-driven approach to strengthen and integrate interoperability and compatibility efforts.

In FY 2007, elements of the SAFECOM program were transferred from S&T to the DHS Office of Emergency Communications (OEC). Both offices work in partnership to ensure the continued success of the SAFECOM program, with OIC responsible for research, development, testing, and evaluation (RDT&E), and standards development efforts. OIC also supports the implementation of statewide communication interoperability plans in all 56 states and territories, and created the Statewide Communications Interoperability Plan scorecard used to help all levels of government measure their current state of interoperability and lay the foundation for establishing accountability for future progress. (For more information on specific tools, see Appendix A).

CCI focuses on ensuring homeland security practitioners² have the necessary information to make critical decisions. The need for relevant, real-time, and actionable information is critical during emergency response operations and is the unifying force for all of CCI's efforts. Having access to the right information at the right time is vital to making tactical, strategic, and planning decisions that can prevent terrorist attacks, protect the homeland from natural or man-made disasters, improve response and recovery, and strengthen the resiliency of our communities by

¹ Elements of DM were transferred to the Federal Emergency Management Agency in 2006, but OIC maintains responsibility for accelerating data messaging standards.

² Homeland security practitioners refer to the end-user community that supports all aspects of securing the homeland, encompassing local, tribal, state, and Federal emergency response practitioners; industry; academia; and international partners.

ensuring the information needed to restore the homeland and its critical infrastructures is readily available when needed.

The tools we have developed are already in wide use throughout the United States and Canada and some have even been adopted by the United Kingdom.

CCI manages a robust stakeholder network and creates forums to gather direct input from homeland security practitioners. This input ensures CCI's investments can be immediately and directly leveraged by the broad homeland security community.

Current Environment

Before I explain the CCI strategy and outline our successes, I would like to describe the nature of interoperability in the United States and explain some of the issues.

The existing public safety communication systems in the United States represent, conservatively, an investment of more than \$100 billion, and this figure does not include staffing, maintenance, or training. Clearly, replacing all of these systems (even if we could afford it) would require a decade or more. But there are viable alternatives that can get us where we want to go as a Nation.

I think we can all imagine a communications environment in which every emergency responder was able to talk to whomever they needed to, when they needed to, and when properly authorized to do so. In this ideal world we would expect each officer and each of our agency leaders and public officials to be able to communicate effectively using whatever communications devices they had at hand—a desktop telephone or computer, a cell phone, a PDA or other handheld communications device, or a vehicle mounted radio. We can imagine they would also be able to communicate not just by voice, but would also be able to exchange data, imagery, maps, and high definition video and would be able to combine all of these sources of information in whatever way we needed to address an emergency.

While no agencies today have all of these capabilities, all of the foundation technologies required to achieve these things already exist. We have the Internet, satellite communications systems, cellular telephone systems, Blackberries, and our desk and notebook computers. CCI has already demonstrated ROW-B (Radio Over Wireless–Broadband) right here in the District—a system which provides all of these communications capabilities, if agencies can afford them.

But while technologies with all these capabilities exist now and offer real advantages to emergency responders, many of them are dependent on commercially based systems which are necessarily designed to meet essential commercial requirements such as affordability. That means the systems are sometimes too fragile for major disasters, as we saw in Hurricane Katrina and on September 11 when both cellular and wired telephone systems were taken out of service. Because these commercial systems cannot afford to provide coverage where there are not enough subscribers to pay the freight, or provide the kind of overcapacity required in an emergency, we depend on public safety systems to operate when all else fails. We need to take advantage of commercial capabilities, but we also must ensure that our systems can degrade gracefully in an

emergency. Once we have lost the Internet and the ability to exchange data with handhelds, cellular telephones, Blackberries and other public telecommunications systems, we will still need to make sure that at least voice communications remain available to emergency responders. That means strengthening state and local public safety communication systems, not just trying to replace them with single solutions that may not work in all cases.

CCI Philosophy

CCI's guiding philosophy is fostering a strong link to the practitioner community. CCI manages a robust stakeholder network and creates forums to gather direct input from homeland security practitioners. This input ensures CCI's investments can be immediately and directly leveraged by the broad homeland security community.

In 2007, CCI met with representatives from major organizations representing emergency responders and associated stakeholders, including the International Association of Chiefs of Police, International Association of Fire Chiefs, National Governors Association, and National Association of Counties. The meeting resulted in a group consensus around principles that are essential to achieving interoperability. CCI has incorporated these principles into its shared vision with the emergency response community. CCI strives for:

- An integrated system of systems, in regular use, which allows emergency response personnel to communicate (via voice, data, and video) with whom they need on demand, in real time, and as authorized.
- The ability for emergency responders to respond anywhere, bring their own equipment, and operate on any network immediately, when authorized.
- The capability for emergency responders to use the networking and spectrum resources needed to function properly.
- A system of systems approach that will allow response agencies the flexibility to select equipment that best fits technical requirements and meets budget constraints while still achieving interoperability.

Given this shared vision, the cornerstones of CCI's strategy to work with the emergency response community include:

- Mission-critical voice is primary; data is secondary, but very important.
- Interoperability begins with—and its greatest value is realized in—daily use by local users.
- Interoperability is both a technical connection and an effective shared understanding. It is imperative that we not forget the crucial human element. No matter how good a technology is, no matter how impressive the systems produced are, unless the first responders themselves in each of these agencies support interoperability across agency and disciplinary boundaries and are willing to build everything from standard operating procedures to governance charters, we cannot make it work.
- The Federal Government must coordinate its interoperability efforts, and partner with users at all levels, to ensure Federal agencies can interoperate with local, regional, state, and tribal agencies. Solutions must offer added value to the agencies the Federal Government is trying to serve.

- Any solution developed or implemented for public safety purposes must be affordable not just to purchase but also to maintain.
- All levels of responders, policymakers, industry, and the public will be educated on the ways interoperable communications can save lives, money, and property.
- Grant funding authorizations and conditions from states and the Federal Government are prioritized to support cooperative efforts over the strengthening of stand-alone systems.
- Agencies struggling with the issue of operability should strongly consider the long-term benefits of joining regional interoperability initiatives and partnering with neighboring agencies in the planning and acquisition of a communications system.
- A strategy must permit interoperation among existing systems and help agencies build rational migration strategies to new systems that will both improve their capabilities and fit in the larger national objectives.
- CCI must provide not just the new widget that we developed in the Nation's laboratories, but also provide all that is required to put a system or technology in place—training and training programs, technical assistance, expert guidance, and commercialization assistance to the industries we need to build these capabilities.

Strategic Approach

To put CCI's philosophy into action, the Division structures its efforts around building a toolkit that will help practitioners gather, manage, analyze, share, and protect information. CCI is continuing to develop and strengthen this toolkit to transform new and promising concepts—including technologies, processes, methodologies, and standards—into real, viable capabilities. The toolkit will enable automated knowledge management capabilities that can identify and analyze potential national threats, strengthen data and voice communications interoperability, provide easy-to-use data fusion technologies, improve public alerts and warnings, enhance the security and integrity of the Nation's cyber infrastructure and the Internet, and lead to the development of an integrated network of sensors and investigative tools.

The CCI toolkit is a scalable and repeatable model enabling data collection, and the integration of disparate information applications that can be displayed through a single visual platform. The toolkit will improve comprehensive, timely threat awareness and informed decision making. Ultimately, this work will allow agencies across the Nation to make critical information actionable in partnership with other local, tribal, state, and Federal agencies before, during, and after an incident.

The response community is very conservative when it comes to adopting technologies or new operational concepts, because their first objective is to protect the lives and property of the public. CCI's focus on pilots allows it to effectively introduce the new technologies and further refine technologies and concepts before they are rolled out nationally.

Experience shows that the first requirement in introducing any new technologies or approaches is to first establish credibility by proving they really work in an operational environment. CCI's "working circle" concept takes advantage of the fact that every community has a circle of neighboring jurisdictions with whom they are used to working. When CCI introduces a new

technology or technology-based approach, a pilot demonstration is conducted, ideally of several months duration, with a willing agency.

A single pilot demonstration in a single locality rarely generates sufficient information to develop a replicable model for the Nation. Because every jurisdiction, community, and geographic area in the United States is different, and has different needs and problems, CCI conducts these pilot and demonstrations in as many places as possible. Therefore, the pilot demonstrations affect not just the communities in which they are conducted, but also influence their neighbors and working circles, ultimately speeding adoption of technologies and lessons learned across the Nation.

Once CCI is able to prove that the piloted concepts and technologies work in an actual operational environment, CCI's partners in the pilots become the most valuable advocates for the new technologies. It is not an exaggeration to suggest that declaring "we're from Washington and we're here to help" is often less than reassuring to local agencies who often doubt that federal experience and qualifications are relevant to their day-to-day operations.

CCI Technologies

CCI has worked on many levels to move the country toward interoperability. Collectively, CCI has collaborated with other Federal entities to successfully:

- Define interoperability and the challenges of interoperability through the National Task Force on Interoperability.
- Create consistent ways to improve interoperability beyond technology only, through tools like the Interoperability Continuum.
- Measure the state of interoperability to show progress and the work that remains.
- Gain focused funding for interoperability through Federal grant programs and coordinated grant guidance.
- Demonstrate, pilot and transition a multitude of tools, technologies, standards, and methodologies for use in the emergency response community.
- Influence communities and associations to begin incorporating interoperability into daily response efforts and in emergency response planning efforts.
- Facilitate the development of innovative communications systems that meet end-user needs and advance interoperable communications technologies.

While governance and other human dimensions of interoperability are critical to any solution, technology remains at the center of the issue, making research, development, testing, evaluation and piloting of new interoperable technologies vital to the creation of a comprehensive solution. CCI is leading the way on the development of numerous technologies, many of which are currently being successfully piloted throughout the Nation. Examples include:

Critical Infrastructure Inspection Management System (CIIMS)

When the Maryland State police were faced with the challenge of conducting regular and systematic inspections of critical infrastructure in the state, they reached out for help. Their challenge was that conducting these inspections was resource-intensive and could only be accomplished from the air. Existing critical infrastructure information was

collected in paper files – a major roadblock to data interoperability. To answer Maryland's request, CCI formed a team with the Applied Physics Laboratory at Johns Hopkins University to develop a tablet computer system that allows air crews to efficiently manage inspections of important critical infrastructures and exchange relevant information with their partners on the ground—CIIMS.

The most serious challenge was cost. Introducing any new technology in an aircraft is extraordinarily expensive, commonly costing more than \$100,000 per airframe. By using appropriate off-the-shelf technology, such as the GPS capability on the aircraft itself that is supported by the Federal Aviation Administration's flight following system, and by developing some specialized software, we were able to field a system which meets Maryland's critical inspection requirements and permits the sharing of critical data with both state and Federal agencies. On top of all this, we did it with a solution that costs a fraction of any other aircraft installed alternative and which Maryland estimates already saves them more than a quarter of a million dollars a year.

Recently, the Los Angeles Police Department (LAPD) was made aware of CIIMS and requested CCI's assistance in implementing the technology in aircraft as well as developing a terrestrial version that could be used in patrol cars and other emergency vehicles. The result is a program the LAPD calls LA Shield. LA Shield will enable more rapid and expanded adoption of CIIMS technology across the Nation.

Multi-Band Radio

Traditionally, emergency response radios were built to operate within a single radio band. Therefore, most local, tribal, state, and Federal emergency response agencies must rely on the use of several single-band portable or mobile radios to maintain a level of interoperability with partner agencies. While some agencies swap or share radios, others employ time-consuming methods to exchange information, including relaying messages through dispatchers or using runners to hand-carry messages. To address these challenges, OIC worked with the emergency response community and its partners at FEMA and OEC to identify requirements for a multi-band radio (MBR). OIC is partnering with industry to test and demonstrate a prototype multi-band, multi-mode portable radio capable of providing uninterrupted communications between emergency response agencies operating in the public safety radio bands.

The MBR is equal in form, factor, and cost to existing high-end portable radios. However, the MBR equips emergency responders with the unprecedented capability of operating across the entire range of public safety radio bands. To communicate with another agency, users simply select the assigned channel.

In early January 2009, OIC received the initial delivery of 10 prototype MBRs for lab testing and short- and long-term demonstrations. Preliminary lab testing is being conducted by the National Institute of Standards and Technology (NIST) and includes law enforcement, fire services, rescue, emergency medical services (EMS), and emergency management agencies at the local, regional, state, and Federal levels. NIST is leading the validation of equipment specifications and will conduct compliance testing relative to existing voluntary consensus standards. Additional lab testing is occurring

with the National Interagency Fire Center and the Boise, ID Fire Department, in cooperation with the U.S. Department of Agriculture's Forest Service. OIC is also working with the following agencies in the New York City metropolitan area to test and evaluate the MBR: the Fire Department of New York, New York City Department of Information Technology and Telecommunications, New York Police Department, Office of Emergency Management, and Port Authority of New York and New Jersey.

OIC will also conduct short-term demonstrations and pilots of the MBR. Michigan EMS, a state organization, will conduct short-term demonstrations and testing across Michigan. In the fall, long-term pilots will be conducted at numerous locations across the United States. The MBR project will transition to the user community once detailed testing and evaluation is completed and a final report of the findings is published.

The MBR has the potential to save lives and protect property across the Nation. OIC's efforts have sparked industry's decision to invest in similar technologies to provide emergency responders with additional options when procuring communications equipment.

Virtual Alabama

The State of Alabama approached CCI with a program they developed called Virtual Alabama. Virtual Alabama is a visualization tool which overlays statewide satellite imagery and aerial photography with critical data such as real-time weather information and the location of fire hydrants, pipelines and other information critical to the state in emergency situations. The project continues to be enhanced so that it now is able, while meeting the access concerns of localities (localities need to be able to restrict access to certain data), to display both before and after information on disasters such as last year's tornadoes and floods, architectural data on buildings needed by firefighters, and tax and boundary information of importance to the state in preparing disaster cost information for FEMA as well as in helping to attract business. The only limit to what can be displayed is the imagination of those who draw on the system.

Obviously, a capability like Virtual Alabama has enormous potential. In the coming year, CCI will work with several other states—Alabama, Mississippi, Florida, Texas, Virginia, Kentucky, Tennessee, as well as observers from Georgia, to create both an enhanced and broader, nationwide version of the Virtual Alabama concept. The effort will develop a set of tools that will allow all of the state systems to interoperate and exchange data with each other, regardless of the particular platform or application in use. CCI's goal is to create technologies and methodologies which are both application and platform agnostic and which enable the exchange of information without wasting legacy investments.

OIC is improving interoperable communications through multiple RDT&E and standards development efforts related to land mobile radio (LMR) communications, public safety grade communications networks, and interoperable applications. OIC has prioritized these projects with OEC and FEMA to ensure they provide a significant benefit to the emergency response community. Details regarding additional initiatives OIC and CCI are undertaking to improve communications and interoperability across the Nation are found in Appendix B.

Conclusion

CCI's practitioner-driven approach realized through the information toolkit enables seamless and secure interactions among homeland security stakeholders. This will ultimately result in a communications environment in which every homeland security practitioner is able to talk to whomever, whenever, and as properly authorized to do so. CCI must work to ensure that this environment degrades gracefully to ensure basic operability when all else fails. There are many challenges that lay before us.

CCI's approach has empowered DHS to create tools, resources, and technologies that help the Nation's emergency responders make the most vital decisions and successfully carry out their missions. The tools OIC has developed are in wide use throughout the United States, and last year Canada adopted many of them, including the Interoperability Continuum, a document developed by OIC laying out the five critical success factors for interoperability. At a Canadian Association of Chiefs of Police meeting last month, a representative from the United Kingdom advised me that they have also "borrowed with pride" the Interoperability Continuum and other materials.

Moving forward, CCI will build on its successes to further nationwide interoperability via a system of systems model that leverages skills and abilities of the Nation's homeland security practitioners. Ultimately, practitioners will have the information they need to effectively respond to natural and man-made disasters.

APPENDIX A

The following is a list of tools, best practices, and methodologies³ developed by OIC that DHS is currently disseminating to local, tribal, state, and Federal emergency responders across the Nation:

- **FY 2003:** Published the first *Recommended Federal Interoperable Communications Grant Guidance*, which provides guidance for Federal grant programs that fund interoperable emergency communications. Every year since 2003, SAFECOM and OIC have developed recommended grant criteria to help coordinate how funding is allocated, and to maximize the prospects for interoperable communications.
- **FY 2004:** Published the first national emergency response *Statement of Requirements* (SoR). The SoR helps align technologies with the needs of emergency responders in the field by defining the requirements—qualitative and quantitative—for crucial voice and data communications in day-to-day, task force, and mutual aid operations.
- **FY 2004:** Designed the **Interoperability Continuum** to help the emergency response community and local, tribal, state, and Federal policy makers address critical elements for success as they plan and implement interoperability solutions. The Interoperability Continuum is now endorsed by the governments of Canada and the United Kingdom.
- **FY 2005:** Published the *Statewide Communications Interoperability Planning (SCIP) Methodology* to establish and lead state planning efforts. The SCIP Methodology was critical as all states and territories created their own interoperable communications plans.
- **FY 2006:** Released the *Operational Guide for the Interoperability Continuum: Lessons Learned from RapidCom* to share best practices from RapidCom which ensured a minimum level of emergency response interoperability in the top ten high-risk urban areas.
- **FY 2006:** Administered the **National Interoperability Baseline Survey** across the Nation. The study leveraged the Interoperability Continuum to determine and measure interoperable communications nationwide for the purpose of helping the emergency response community make informed decisions about strategies for improving interoperable communications. Results were released in FY 2007.
- **FY 2006:** Published Volumes I and II of the *Public Safety Architecture Framework* (PSAF) to help emergency response agencies map system requirements and identify system gaps.
- **FY 2006:** Developed the *Guide to Standards and Technology* to demonstrate how DHS works with the emergency response community to define communications requirements and to accelerate standards to help meet those requirements.

³ These documents are available to local, tribal, state, and Federal emergency responders, policy makers, and the public at www.safecomprogram.gov.

- **FY 2007:** Published the *Writing Guide for a Memorandum of Understanding (MOU)*, which helps communities interested in establishing formal agreements, such as MOUs, to address multi-organization coordination and communications. The guide includes recommendations for structuring the MOU, questions to consider when compiling content for each section, and sample language to illustrate how a community could write each MOU section.
- **FY 2007:** Released the *Creating a Charter for a Multi-Agency Communications Interoperability Committee: Template and Questions to Consider* guide to detail how to create a charter for an interoperability committee or governance group. A charter document describes the reason the group exists and establishes the ground rules of operation. It provides clarity and aligns a diverse group with a common purpose.
- **FY 2007:** Published the *Writing Guide for Standard Operating Procedures* to assist communities that are seeking to establish standard operating procedures (SOPs). SOPs are formal written guidelines or instructions for incident response. SOPs typically use both operational and technical components and enable emergency responders to act in a coordinated fashion across disciplines in the event of an emergency. Clear and effective SOPs are essential in the development and deployment of any solution.
- **FY 2007:** Launched the **Computer-Aided Dispatch Interoperability Project (CADIP)** and Case Study pilot. The CADIP team coordinated with emergency response agencies in Silicon Valley, California; Portland, Oregon; and Phoenix-Mesa, Arizona to identify the benefits of seamlessly and securely sharing information between disparate computer-aided dispatch (CAD) systems. The pilot resulted in a published Case Study report and Business Case video.
- **FY 2007:** Developed the **Type III Communications Unit Leader Training** course to train emergency responders how to be radio communications unit leaders during all-hazards emergency operations—significantly improving communications across the multiple disciplines and jurisdictions responding to an incident.
- **FY 2008:** Released the *Interoperability Business Case: An Introduction to Ongoing Local Funding* guide, which helps practitioners develop budget justifications that establish the need for dedicated staff and funding for interoperability efforts.
- **FY 2008:** Published the *Interoperable Communications for Planned Events* guide to assist practitioners with the coordination of communications assets to enhance communications interoperability during a planned event.
- **FY 2008:** Published the *Data Messaging Standards Guide for Requests for Proposals (RFPs)* to assist emergency responders and procurement officers in developing appropriate RFP language requiring data messaging standards when purchasing emergency response-related systems.
- **FY 2008:** Updated the **Interoperability Continuum** to include data communications.

- **FY 2008:** Published the *Improving Interoperability through Shared Channels Version 2*, which extends and refines the initial document, *Improving Interoperability through Shared Channels* (originally released in February 2007). This updated tool documents three case studies of effective shared channel implementations across the Nation and records lessons learned, obstacles encountered, and best practices. The document provides emergency response officials with a set of key actions that will help guide their shared channel strategy.
- **FY 2008:** Released *PSAF Volume III*, which describes key data elements that can be used to help emergency response agencies characterize a public safety LMR system, dispatch system, and public safety organization.
- **FY 2008:** Published the *Plain Language Guide: Making the Transition from 10 Codes to Plain Language* to help states and localities transition from coded language systems (e.g., 10 codes) to plain language during radio transmissions.
- **FY 2008:** Released the *System of Systems Approach for Interoperable Communications* guide to help the emergency response community as well as local, tribal, state, and Federal policy makers understand the system of systems concept, the benefits of applying this concept, and how it can aid agencies in achieving interoperable communications.
- **FY 2008:** Published the *Computer-Aided Dispatch Interoperability Project Documentation of Regional Efforts*, which presents an overview of how three different regions across the Nation implemented a CAD interoperability project in their region. This document provides emergency responders with best practice recommendations and ideas for how they may be able to link CAD systems in their own region.
- **FY 2008:** Released the *CAD Business Case Video*, which provides high-level decision makers with a value proposition that details the importance of CAD interoperability. The video depicts the same emergency response scenario in two different screens: one with CAD interoperability and the other without. Viewers are able to see how and where in the process significant time is saved. This video also explains *why* this saved time is so critical.

APPENDIX B

OIC and CCI Initiatives

Standards Acceleration

The acceleration of standards is a key component of OIC's approach to strengthening voice and data interoperability. OIC is partnering with emergency responders, Federal agencies, and standards development organizations to accelerate the development of voice and data messaging standards. With these standards, emergency responders are steps closer to having the ability to seamlessly exchange critical information across disparate software systems and applications. In particular, Project 25 (P25) standards are focused on developing radios and other components that can interoperate regardless of manufacturer.

Additionally, OIC is facilitating the development of Emergency Data Exchange Language (EDXL) data messaging standards to exchange critical data, including alerts, hospital capacity, and availability of response personnel and equipment. To date, OIC has published the Common Alerting Protocol (CAP),⁴ Distribution Element,⁵ Hospital Availability Exchange,⁶ and Resource Messaging⁷ EDXL standards. These information sharing standards will improve emergency preparedness, response, and recovery efforts.

Project 25 Compliance Assessment Program

To better address the needs of emergency responders, Congress passed legislation calling for the creation of the P25 Compliance Assessment Program (P25 CAP). P25 CAP is a partnership of OIC, the National Institute of Standards and Technology (NIST), and the emergency response community. P25 CAP provides manufacturers with a method for testing their equipment for compliance with P25 standards and to ensure it is capable of interoperating across manufacturers. The first group of laboratory assessments started in December 2008, and should be completed by Spring 2009. P25 CAP will encourage the inclusion of P25 standards in communications systems while creating a means for the emergency response community to confidently purchase and use P25-compliant products.

Voice over Internet Protocol

OIC is also working to improve the bridging devices that emergency responders rely to connect radio systems creating networks. Computer networks are increasingly being used to transmit voice communications among radio systems. This is done using a technology known as Voice over Internet Protocol (VoIP). OIC and NIST established the VoIP Working Group to develop new ways to bridge radio systems. The Working Group developed the Bridging Systems

⁴ CAP enables the exchange of all-hazard emergency alerts, notifications, and public warnings which can be disseminated simultaneously over many different warning systems (e.g., computer systems, wireless, alarms, television, and radio).

⁵ Distribution Element provides a flexible message-distribution framework for data sharing by emergency information systems. Messages may be distributed by specific recipients, by a geographic area, or by other codes such as agency type (e.g., police, fire, and Emergency Medical Services).

⁶ Hospital Availability Exchange allows the exchange of information about a hospital, its status and resources, to allow emergency responders and management to make efficient decisions to treat patients.

⁷ Resource Messaging provides standard exchange of resource requests for the use, deployment, and return of assets needed to support emergency and incident preparedness, response, and recovery.

Interface (BSI) profile, which enables VoIP communication between bridging/gateway devices that are used to tie existing systems together. To verify interoperability amongst the Working Group participants, OIC has held testing sessions to verify that when using the BSI profile, equipment can communicate with other equipment regardless of the manufacturer. OIC continues to host periodic roundtable discussions to ensure that the BSI and future profiles maintain technical merit and value to the emergency response community. Currently, 13 bridge/gateway manufacturers have voluntarily implemented the BSI profile, with other manufacturers committed to doing so in their next product revision cycle.

Radio Over Wireless-Broadband

In partnership with industry, local government, NIST, and the Institute for Telecommunication Sciences (ITS), OIC has achieved an important communications milestone by demonstrating how to integrate an existing radio system with emerging broadband technologies. Today, many agencies are using LMR systems *and* completely separate wireless broadband systems. Since the LMR and broadband systems serve specific and different needs, they were not designed to communicate with each other. The lack of interoperability between these two separate networks may compromise emergency response operations, as emergency responders communicating on a broadband system are unable to communicate with those responders communicating on an LMR system.

To address this capability gap, OIC launched the Radio Over Wireless Broadband project to research how to connect existing LMR systems with advanced broadband technologies. Broadband technologies, such as Push-To-Talk over Cellular and the Geographic Information System, allow emergency responders to form talk groups and use location-based services for situational awareness and coordination—ultimately saving critical response time. Drawing on the VoIP Working Group's efforts, OIC was able to use the BSI profile to tie broadband technologies with LMR systems.

As industry develops new technologies, it is critical that emergency response agencies are able to integrate them into current and future systems and operations. In addition to supporting the use of bridging interfaces, CCI is also investigating ways to more effectively stream video using similar broadband technologies. Using lessons learned and best practices for effectively integrating LMR and broadband communications systems, OIC will develop replicable tools, resources, and templates that can be used by localities nationwide that are working on similar efforts.

Digital Vocoder Testing

OIC has partnered with practitioners from multiple emergency response disciplines, NIST, ITS, manufacturers, and fire service leaders to understand how background noise affects audio communications. The International Association of Fire Chiefs' (IAFC) Digital Problem Working Group (DPWG) was created to address reports from the field indicating that during light to moderate background noise, the vocoder may slightly distort voice communications. The vocoder is a hardware/software component in every digital radio. The technology uses a speech analyzer to convert voice into a digital signal, and from a digital signal back to audio. In loud background noise scenarios, which can include sirens, helicopters, breathing apparatus, and

alarms, the vocoder may make voice communications completely unintelligible—potentially compromising mission-critical operations.

In June 2008, the *Intelligibility of Selected Radio Systems in the Presence of Fireground Noise: Test Plan and Results* report was published. It provides detailed information related to the first phase of vocoder testing developed and conducted by OIC's partners—ITS and IAFC/DPWG's Testing Subcommittee. The results indicate that in some environments analog radios performed better than digital radios, and in some environments no radios performed well. Fire agencies should consider the first phase of vocoder testing results when preparing to purchase and deploy any new communications system. For the second phase, OIC will determine what technology improvements are needed to overcome background noise issues. Additionally, OIC's partners are also working to identify immediate behavioral, procedural, and technical steps that agencies can take to avoid or minimize emergency response background noise.

Video Quality in Public Safety

From February 3-6, 2009, OIC, NIST, and ITS held the first-ever Video Quality in Public Safety Working Group meeting. The meeting brought together users of public safety video applications to identify the major policy, technology, and practical use challenges of public safety video systems. The conference also served to lay the groundwork for the development of collaborative solutions, a shared language, and the establishment of meaningful and comprehensive standards. The meeting provided a forum to share ideas, solicit input, and gather user needs and requirements. Comprised of public safety practitioners, academics, Federal partners, and vendors, the Working Group is creating an end-user guide to help equip practitioners with the proper framework for thinking about the way they use video. This guide will also help practitioners articulate their needs to vendors when they look to purchase or upgrade video systems.

Commercial Mobile Alert Service

As the Nation becomes increasingly mobile, analog broadcast public alert and warning systems cannot sufficiently reach enough of the population in an effective timeframe. Because more than 80 percent of the American population subscribes to commercial mobile services, mobile devices—including cell phones and pagers—are becoming ideal devices to initially alert the public of imminent threats to life and property. These devices may also be used to alert the public of child abductions and other Presidential warnings. To improve alerting on mobile devices, the Warning, Alert, and Response Network (WARN) Act created the Commercial Mobile Alert Service (CMAS). In response, OIC established an RDT&E program to enable a national capability to deliver relevant, timely, effective, targeted alert messages to the public. At a minimum, the program will improve geographic targeting of alerts and provide more information regarding how the public best responds to alerts and warnings. Once operable, CMAS will effectively alert more people when an emergency occurs.

Integrated Public Alert and Warning System

OIC's success in accelerating the development of EDXL standards makes it a natural partner with FEMA in the Integrated Public Alert and Warning System (IPAWS). OIC is working with FEMA on standards development and adoption, conformity assessment, industry capability analysis, and technology evaluation. IPAWS will eventually enable local, tribal, and state

practitioners to provide reliable and accurate alerts and warnings to more of the public, thus reducing the loss of life and property from all hazards. Recently, OIC actively supported FEMA's adoption of the CAP version 1.1 data messaging standard. CAP provides the ability to exchange all-hazard emergency alerts, notifications, and public warnings, which can be disseminated simultaneously over many different warning systems, including CMAS, the Emergency Alert System, and the National Weather Service All Hazards network.

Virtual City

As part of its strategy to enable a seamless information infrastructure for the emergency response community, CCI is supporting a pilot to demonstrate interoperable voice and data communications, information gathering, and visualization techniques in the City of Beverly Hills, California. This demonstration, known as Virtual City, will integrate data from multiple sources, including cameras, location-sensors, and license-plate readers, and make that information more accessible by displaying it in context with an easy-to-use map viewer. Once complete, CCI will publish a resource guide for state and local law enforcement agencies that will explain the step-by-step process involved in implementing Virtual City. This guide will enable situational awareness technologies and best-practices to be repeated nationwide.

Regional Operational Platform Pilot

With support from CCI, eight southern states are collaborating for the Regional Operational Platform pilot, which is creating a national model for interstate information sharing using visualization platforms. Each state has or is working to develop a visualization tool that meets the emergency preparedness needs for their state. Over the course of the pilot, the states will work to populate their tools with appropriate data and link with other state systems to share information relevant to increasing citizen safety, protecting the critical infrastructure, and maximizing emergency preparedness and response. Once complete, each state's visualization tool will be linked and each state will collaborate through relevant policies and procedures that enable successful cross-state information sharing in support of a safer Nation.

David G. Boyd, Ph.D.
Director
Command, Control and Interoperability Division
Science and Technology Directorate
U.S. Department of Homeland Security

Dr. David G. Boyd joined the U.S. Department of Homeland Security (DHS) in March of 2003 and serves as the Director of the Command, Control and Interoperability Division with responsibility for research and development (R&D) programs to support communications interoperability, cyber security, information sharing, reconnaissance, surveillance, and basic/futures research.

Before joining DHS, Dr. Boyd served as the Director of Science and Technology for the National Institute of Justice, where he oversaw an activity which grew from a budget of \$2 million and a staff of four into the single largest law enforcement and corrections technology development activity in the U.S. with an active portfolio of more than \$750 million and a staff of more than 200 Federal and contract personnel in technology centers across the Nation. His office managed R&D programs in every facet of technology affecting law enforcement and corrections, including the forensic sciences, less than lethal technologies, information and communications technologies, and concealed weapons and contraband detection, among others. He directed the DNA and forensic laboratory improvement programs, which expanded the forensic community from fewer than six DNA-capable crime laboratories to more than 130 in all 50 states.

Dr. Boyd has served on the White House National Science and Technology Council, the National Security Council Committee on Safety and Security of Public Facilities, and as the Executive Chair of the Department of Justice's Technology Policy Council.

After serving more than 20 years in the U.S. Army, Dr. Boyd retired to enter the Civil Service. He has commanded combat, combat support, and training units in the U.S. and overseas, in times of both peace and war, and has served on military staffs from battalion level to the Pentagon, where – as an operations researcher – he was responsible for the design and supervision of the development and application of automated models in support of the Chairman of the Joint Chiefs of Staff. He has represented the U.S. in bilateral meetings with Soviet and other foreign analysts, and led a special strategic analysis in support of the first Gulf War. His more than three dozen military awards include the Bronze Star and the Purple Heart.

Dr. Boyd is a recipient of a 2005 Presidential Rank Award, the highest recognition available in the Federal Civil Service, and holds a career appointment in the Senior Executive Service. He is a graduate of the University of Illinois–Champaign, Golden Gate University, the University of Illinois–Chicago, and Walden University. He holds graduate degrees in Management and Public Policy Analysis as well as a doctorate in Decision Sciences. He has published extensively in military, law enforcement, technical, and general circulation publications.

Mr. PRICE. Mr. Essid.

OPENING STATEMENT OF CHRIS ESSID

Mr. ESSID. Thank you, Chairman Price, Ranking Member Rogers and members of the subcommittee. I am pleased to join my colleagues here today to discuss our collective efforts to improve the Nation's interoperable emergency communications.

The Office of Emergency Communications was created to assist responders with developing the necessary capabilities to communicate with other jurisdictions, disciplines, and levels of government so they can manage incidents and restore essential services.

OEC became operational less than 2 years ago, on April 1, 2007. We have worked hard to stand up an effective organization while at the same time executing our mission. The office had just four Federal employees when I came on board in December 2007; in fact, I was the fourth. Today I am proud to report that we have 27 Federal employees on board, and we are making great progress toward reaching our full staffing level of 47 Federal employees, which will include regional coordinators in each of the FEMA regions.

One of OEC's major accomplishments is our National Emergency Communications Plan, which we developed in partnership with over 150 stakeholders from all levels of government and the private sector. This national plan is just one example of how we use a stakeholder-driven approach to shape our programs, policies and projects.

The Federal Government cannot accomplish this alone, and that is why OEC has worked to develop and maintain strong partnerships with organizations that represent an estimated 2.8 million public safety first responders from all levels of government throughout the Nation, to coordinate planning and implement effective solutions for interoperable emergency communications. This plan incorporates everything that Dr. Boyd talked about and a whole lot more. We did not start from scratch. It builds upon years of work.

OEC coordinates with these State, local, tribal governments, as well as Federal agencies directly and through partnerships that include the SAFECOM Executive Committee, the SAFECOM Emergency Response Council, the Emergency Communications Preparedness Center and the Federal Partnership for Interoperable Communications, to name a few. We have worked closely with these groups and many others to develop the national plan and get it to Congress last July. It is the first nationwide strategic plan of its kind and serves as the guiding force behind many of our other activities.

Implementation is off to a great start, and OEC and its Federal, State and local partners have already met many of the milestones within the plan's time frames. We feel we are on schedule.

We recognize that this is a challenging period for all government levels due to the economic climate. The national plan sets out to eliminate duplicate efforts, to foster partnerships, and streamline these limited resources to improve interoperable emergency communications. We appreciate the committee's continued support for the implementation of this national plan.

OEC has directly worked to help States and territories update their Statewide Interoperable Communications Plans, otherwise known as the SCIPs, and implement the initiatives in the plans or otherwise turn them into reality by conducting day-long workshops in 52 of the 56 States and territories. We are on track to complete these workshops by June of this year.

OEC continues to work closely with FEMA Grants Program Directorate to manage the Interoperable Emergency Communications Grant Program. Our goal is to ensure the grant guidance from this program is aligned to the priorities and initiatives of the national plan and targets the most effective ways to support the States in implementing their statewide plans. The fiscal year 2009 grant applications are currently under review, and we expect the funds to be awarded within the next 2 months.

Another important element of OEC's mission is providing direct technical assistance to State, local, territorial and tribal governments. In fact, OEC has supported more than 270 specific requests for technical assistance since our creation, and we are providing a more targeted technical assistance offering that aligns with the gaps and initiatives identified in the statewide and the national plans.

OEC works with our international partners in Mexico and Canada to support improved interoperable communications at the border. We have developed a plan to ensure effective interoperability during the 2010 Olympic Games in Vancouver. We are also partnering with Public Safety Canada to conduct the inaugural U.S.-Canada cross-border interoperable communications workshop which will be held in May 2009 in Niagara Falls, New York.

Mr. Chairman and members of the committee, thank you for your support for such a vital part of Homeland Security's mission. In OEC's short 2-year existence, we have developed and delivered the national plan to Congress, we have assisted the 56 States and territories in developing their statewide plans and conducted workshops to make those plans a reality with their implementation activities, we have prioritized our technical assistance offerings to address the gaps in those statewide plans, and we have worked with FEMA Grants Program Directorate to target grant funds at those gaps the States themselves have identified.

While we have accomplished a lot in a short amount of time, we still have a lot more to do. OEC looks forward to working with Congress, our colleagues sitting beside me at this table and our partners throughout the Nation at all levels of government, to continue our progress.

Mr. PRICE. Thank you.

[The information follows:]

Statement for the Record

**Chris Essid
Director, Office of Emergency Communications
Office of Cybersecurity & Communications
National Protection and Programs Directorate
U.S. Department of Homeland Security**

**Before the
Subcommittee on Homeland Security
House Committee on Appropriations**

March 17, 2009

Thank you Chairman Price, Ranking Member Rogers, and members of the Subcommittee. It is a pleasure to be here today with my colleagues from the Department of Homeland Security's (DHS) Science and Technology Directorate Office for Interoperability and Compatibility (OIC) and the Federal Emergency Management Agency (FEMA) Grants Program Directorate (GPD) to discuss our coordinated efforts to improve interoperable emergency communications for emergency response providers and government officials at the Federal, State, local, tribal, and territorial levels.

As we have learned through after-action reports and other assessments of our emergency response efforts, responders face a number of challenges in their ability to communicate effectively and seamlessly during emergency situations. These challenges could impact response and recovery efforts for large-scale disasters such as hurricanes and terrorist attacks, as well as localized incidents that take place every day in cities and towns across the Nation.

The Office of Emergency Communications (OEC) was created to assist emergency responders with developing the necessary capabilities to communicate with other jurisdictions, disciplines, and levels of government so they can manage incidents and restore essential services. Ensuring the effectiveness of emergency communications is not something the Federal Government can accomplish on its own. OEC, OIC, and FEMA/GPD maintain strong partnerships with the tens of thousands of State, local, tribal, and territorial emergency response providers to coordinate planning and implement solutions for interoperable emergency communications.

Before addressing the specifics of our programs, I would like to provide the subcommittee with an update on staffing.

Since becoming operational less than two years ago on April 1, 2007, we have worked hard to stand up an effective organization while at the same time executing OEC's mission requirements. We are hiring talented professionals with the right mix of technical and managerial skills to carry out OEC's programs in the areas of planning, stakeholder outreach and coordination, and technical assistance. As of today, we have 27

Federal employees and are making great progress toward becoming fully staffed at 51 Federal employees, including regional coordinators located throughout the Nation. When I took over as Director of OEC in December 2007, we had four Federal employees. Much progress has been made, but our work is still under way.

Now I will provide the subcommittee with an update on the key OEC programs and activities that are driving progress and highlight some of our accomplishments.

Policy and Planning

National Emergency Communications Plan

Congress directed OEC to develop a National Emergency Communications Plan (NECP) to serve as the overarching strategy to guide national planning and coordination. OEC developed the NECP in coordination with stakeholders at all levels of government. Completed in July 2008, the NECP is a strategic roadmap to help drive improved interoperability, operability, and continuity of communications for the emergency response community. The Plan was developed with the input of more than 150 emergency responders from all levels of government and was designed to build on the substantial progress that we have made collectively as a Nation.

Completion of the Plan was a major milestone for both OEC and the emergency response community, as it was the first plan of its kind and now serves as the platform for National planning and implementation activities. We now use the NECP goals and objectives to prioritize interoperable emergency communications grant policies and more efficiently and effectively deliver our technical assistance services.

We are a little over seven months into the implementation of the NECP and already have achieved many key milestones. While OEC is managing the overall implementation of the NECP, success is found in the actions that stakeholders take to accomplish the remaining key benchmarks. OEC provides the overall guidance and assistance necessary to ensure that the Federal, State, local, and tribal communities that helped craft the Plan are able to achieve the milestones established in the Plan.

The goals set forth in the Plan were developed in coordination with stakeholders to set targets for achieving a baseline level of interoperability across the Nation. OEC is working closely with representatives from the emergency response community to identify the appropriate requirements and milestones for demonstrating response-level communications during both routine incidents and disasters in accordance with the Plan's three goals:

Goal 1 – By 2010, 90 percent of all high-risk urban areas designated within the Urban Areas Security Initiative (UASI) are able to demonstrate response-level emergency communications within one hour for routine events involving multiple jurisdictions and agencies. (“Response-level emergency communications” is the capacity of individuals with primary operational leadership responsibility to manage resources and make

timely decisions during a multi-agency incident without technical or procedural communications impediments.)

Goal 2 – By 2011, 75 percent of non-UASI jurisdictions are able to demonstrate response-level emergency communications within one hour for routine events involving multiple jurisdictions and agencies.

Goal 3 – By 2013, 75 percent of all jurisdictions are able to demonstrate response-level emergency communications within three hours of a significant event as outlined in the National Planning Scenarios. Developed pursuant to Homeland Security Presidential Directive 8, the 15 National Planning Scenarios highlight a plausible range of significant events such as terrorist attacks, major disasters, and other emergencies that pose the greatest risks to the Nation.

Also, OEC is closely monitoring a key policy proceeding with regard to the creation of a nationwide interoperable broadband network for public safety in the 700 megahertz (MHz) band. We have heard directly from a number of first responders at all levels of government that they need access to advanced emergency communications capabilities. OEC supports the successful conclusion of the Federal Communications Commission's rulemaking for the 700 MHz band and any other steps needed to successfully deploy this valuable network to public safety personnel.

Statewide Communication Interoperability Plans

In addition to planning on a national level, OEC played a critical role in the development and approval of Statewide Communication Interoperability Plans (SCIPs) in all 56 States and territories. Developed in accordance with the requirements of both the Public Safety Interoperable Communications Grant Program and the Homeland Security Grant Program, the SCIPs address a common set of requirements and guidelines, as well as the current interoperability environment within each State and territory. OEC worked side-by-side with State and local communities to provide related guidance and technical assistance during development of their SCIPs. OEC leveraged critical information from the 56 SCIPs during development of the NECP, particularly with respect to understanding interoperability gaps within and across States.

OEC is now working with the States and territories to provide support to implement the SCIPs and to ensure that future versions of their SCIPs are aligned with the NECP goals and objectives. OEC is providing individualized technical assistance to support SCIP implementation in the form of one-day SCIP workshops offered to all States and territories. As of today, 52 States and territories have expressed interest in hosting SCIP workshops. Of those, 23 workshops have been completed, and the remaining 29 are on schedule to be completed by June 2009.

Grants

OEC is responsible for developing and coordinating grant guidance for all departmental grant programs funding interoperable communications. OEC's annual SAFECOM Recommended Federal Interoperable Communications Grant Guidance outlines recommendations for grant funding eligibility. This includes application criteria, guidelines, and resources to help Federal grant programs use their funds to effectively strengthen interoperability within the emergency response community.

In addition, OEC has worked in partnership with the FEMA GPD to execute the Interoperable Emergency Communications Grant Program (IECGP), for which \$50 million was appropriated in both FY 2008 and FY 2009. In developing the grant guidance for this program, OEC is working to ensure that the IECGP is consistent with the priorities and initiatives of the NECP and the SCIPs.

Like the NECP, the IECGP focuses on governance, planning, standard operating procedures, training, and exercises. In FY 2009, the appropriations language also included communications equipment as an allowable cost under this grant program. In January, FEMA received applications from all 56 States and territories for FY 2009 IECGP funds. FEMA and OEC are currently reviewing the grant applications for FY 2009, and we expect grant funds to be awarded within the next two months.

Stakeholder Coordination

OEC's programs and activities reflect a stakeholder-driven approach to achieving nationwide improvements to emergency communications capabilities. OEC administers and coordinates its outreach work through a number of forums designed to collect feedback on its programs and policies from emergency response providers at the Federal, State, local, tribal, and territorial levels.

- **SAFECOM Executive Committee (EC)/Emergency Response Council (ERC)** – The SAFECOM EC and ERC, managed jointly by OEC and the S&T OIC, are composed of emergency responders at every level of government. SAFECOM brings together Federal, State, and local stakeholders to improve interoperability by developing tools, best practices, and methodologies for emergency response agencies. Working together with its stakeholders, OEC developed key tools that foster NECP implementation and address gaps identified in SCIPs. This includes the *Governance Sustainability and Strategic Planning Implementation Methodology*, which provides guidance and lessons learned in creating and sustaining an effective statewide communications interoperability governance structure through SCIP implementation. OEC is also developing guide books to help stakeholders develop memoranda of understanding (MOUs) and standard operating procedures for use among emergency responders.

- **Statewide Interoperability Coordinators Council (SWICC)** – Recently established by OEC in response to Statewide Interoperability Coordinators' (SWIC) recommendations, this forum is dedicated to facilitating information sharing and capacity building among the SWICs. State interoperability coordinators are critical for ensuring that State, local, and tribal emergency communications collaboration is occurring within each State and along State borders.
- **Metropolitan Area Working Group (MAWG)** – At the request of stakeholders, OEC recently launched the MAWG to strengthen interoperability partnerships among the Nation's urban areas and the Federal Government. This forum defines and articulates the unique needs of the metropolitan emergency response community.
- **Emergency Communications Preparedness Center (ECPC)** – Title XVIII of the Homeland Security Act of 2002, as amended, directs the ECPC to serve as the interagency focal point and clearinghouse for intergovernmental information on interoperable emergency communications. To stand up this entity, OEC established an interagency working group to develop the ECPC as a centralized, user-driven resource to improve coordination. ECPC Working Group activities to date have centered on implementation of NECP milestones, grants and technical assistance coordination, and clearinghouse development.
- **Federal Partnership for Interoperable Communications (FPIC)** – The FPIC is a voluntary organization of Federal, State, local, and tribal emergency communications users, managers, and planners that is chaired by OEC. The FPIC serves as a forum to build partnerships and collaboratively address operational and technical challenges related to spectrum, standards and technology, and security. It also enables DHS and other Federal departments and agencies to engage in resource sharing initiatives with State and local agencies across the Nation.

Our capstone stakeholder outreach activity will be taking place next month in Chicago, with our first annual National Conference on Emergency Communications. This year's conference, *Effective Communications for a Secure Nation*, will promote coordination among Federal, State, local, tribal, and territorial first responders and private-sector personnel for communications during natural and man-made incidents and disasters. The conference agenda will engage participants to discuss tangible solutions for critical challenges facing the emergency communications community and to identify real-time recommendations and solutions to increase practitioner involvement, coordination, and partnerships.

Technical Assistance

Another important element of OEC's mission is the provision of technical assistance to State, local, tribal, and territorial governments through the Interoperable Communications

Technical Assistance Program. Since its inception, OEC has supported hundreds of requests for technical assistance, including development of effective multi-jurisdictional and multidisciplinary governance structures, training exercises, systems engineering, radio frequency/channel planning and use, interoperability needs assessments, and the integration of voice and data technologies.

Through its technical assistance catalog, OEC offers support addressing a wide range of interoperability needs, including communications systems engineering support, governance assessment and modeling, tactical communications enhancement support, communication assets survey and mapping, and communications unit training.

Currently, the centerpiece of OEC's communication unit training is the Communications Unit Leader (COML) course, with a train-the-trainer course in final development. Also, a Communications Unit Technician (COMT) course is in the early stages of development. OEC and our partners in OIC developed the course after stakeholders identified a need for Type III All-Hazards COML training. OEC has completed 21 COML training sessions, training 594 responders as of last month, and anticipates that a total of 1,000 emergency responders will have completed the COML training by the end of FY 2009.

Historically, technical assistance programs have successfully enhanced emergency communications capabilities jurisdiction by jurisdiction, in response to requests from individual agencies on a first-come basis. Going forward, OEC has developed targeted technical assistance offerings that address gaps in the current capabilities and target initiatives identified in the NECP. Currently, OEC annually provides a revised technical assistance report and request form to each State and territory. The report outlines the SCIP initiatives and suggests technical assistance catalog offerings that support each initiative. States and territories may request up to five technical assistance engagements annually from OEC's technical assistance catalog.

OEC internally reviews all technical assistance requests, evaluating how they address SCIP gaps and advance interoperability by increasing capability and mitigating risk. Requests are then prioritized to maximize the impact of the assistance for the State or territory to fully implement its SCIP and achieve NECP goals and objectives.

Cross Border Interoperability

Cross border interoperability is critical in enabling emergency response providers to coordinate the response to criminal activities at the borders. These activities include drug and human trafficking and terrorism. OEC is leading several initiatives in support of communications interoperability in coordination with our domestic and international partners (i.e., Canada and Mexico), including:

- **2010 Olympics Project** – OEC is supporting the 2010 Olympics Security Committee Communications Interoperability Working Group in its efforts to ensure effective interoperability during the Olympic and Paralympic Games. Our key contributions include coordinating the development of an *Integrated Interoperable*

Communications Plan and related training and exercises for all applicable Federal, State, local, tribal, and non-governmental organization emergency response providers.

- **U.S.-Mexico High-Level Consultative Commission (HLCC) on Telecommunications** – The HLCC’s Security Communications Task Group (SCTG), co-chaired by OEC, is a joint U.S.-Mexico effort to address cross border communications among emergency responders. In May 2008, HLCC principals agreed to the SCTG’s *Action Plan for Improving and Expanding Cross Border Security Communications*. Under this plan, OEC will lead the U.S. development and implementation of a Cross Border Security Communications Network, enabling emergency responders to share video surveillance streams, conduct joint operations teleconferencing, and securely exchange fingerprints and photos.
- **U.S.-Canada Cross Border Interoperable Communications Workshop** – OEC has partnered with Public Safety Canada to jointly convene the inaugural U.S.-Canada Cross Border Interoperable Communications Workshop in May 2009, in Niagara Falls, New York. This workshop will bring together a diverse set of practitioners and officials from all levels of government from both nations. The workshop aims to help participants develop a common understanding of and a unified approach to U.S.-Canadian cross border interoperability challenges, resulting in the identification of best practices and action plans for cross border communications.

Interoperability Demonstration Projects

OEC has fostered partnerships among Federal, State, and local agencies to facilitate resource sharing that provides cost-effective solutions to public safety communications challenges and to improve mission critical wireless capabilities, including interoperable communications.

As a recent example, OEC facilitated a partnership between the State of Wyoming and Federal agencies with complementary missions and operations in overlapping regions of the State to coordinate and integrate available communication resources. This partnership augments State spectrum with federally allocated frequencies and incorporates federally owned land and infrastructure for radio repeater sites, resulting in more effective and comprehensive coverage for all participants. Additionally, OEC is assisting with the development of MOUs for spectrum sharing and Federal use of State resources, and is providing technical guidance and support for the development, solution design, implementation, and testing of the interoperability solution in the State.

The Wyoming program bridges the gap between Federal and State operations by integrating existing spectrum and technology capabilities to achieve interoperability. The Wyoming program provides a repeatable model for direct collaboration between Federal and State agencies to address similar challenges.

Conclusion

Mr. Chairman and Members of the Committee, thank you for your continued support for such a vital part of the overall homeland security mission. OEC is committed to achieving a unified vision for the Nation, one that enables emergency responders to communicate as needed, on demand, and as authorized, at all levels of government and across all disciplines. We are extremely proud of the accomplishments OEC has achieved over the past two years to meet this challenge to improve interoperable communications for the emergency response community, and to ensure the sustainability of communications in an all-hazards context.

I will be happy to answer any questions you may have.

Mr. PRICE. Mr. Ashley.

OPENING STATEMENT OF W. ROSS ASHLEY

Mr. ASHLEY. Good morning, Chairman Price, Congressman Carter, members of the committee. Good to see you all again this week. And happy St. Patrick's Day. It is fun to see all the green there.

I am Ross Ashley. I serve as the Assistant Administrator of the Grant Programs Directorate at FEMA. Thank you for the opportunity to appear before you today to discuss our efforts to improve interoperability communications across the Nation.

As you know, FEMA is the Department of Homeland Security's lead agency that assists States, local, tribal jurisdictions and regional authorities to prepare, respond to and recover from natural disasters, terrorist acts and other catastrophic incidents. As part of this mission, the Grants Program Directorate in partnership with the Office of Emergency Communications, the Science and Technology Directorate at DHS, as well as the National Telecommunications and Information Administration at the Department of Commerce provides funding to grantees for a variety of initiatives related to interoperable communications.

These initiatives are a shared priority among the leadership at DHS and Commerce, as well as our State and local stakeholders. As such, we collaborate to increase the capabilities of State and local jurisdictions to communicate during natural and man-made disasters. The greatest percentage of funds across all grant programs is for activities related to interoperable communications. This is the highest priority for our stakeholders and the highest priority item on the 37 target capabilities list.

These grant programs are yielding positive, real-world results today. I would like to share a few examples of how these grant dollars have significantly impacted States and helped improve their ability to communicate.

North Carolina has planned an expansion of the State's Voice Interoperability Project for Emergency Responders. This \$25 million investment enables many of North Carolina's 101 jurisdictions to connect to and use a single, uniform communications system.

Other examples include New York City's expansion of its communication capabilities within its subway and subterranean environments. This \$32 million system provides law enforcement, fire service and Federal and State incident response personnel with a shared UHF communications system, facilitating communications in the City's vast underground infrastructure.

Illinois is using nearly \$43 million in public safety interoperability communications funding to link VHF, UHF 800-megahertz legacy systems to a statewide platform called STARCOM 21. Illinois's investment supports 12 regional projects in areas of high risk of natural disaster or terrorism. Collectively, these projects executed at the local level provide statewide interoperability to over 100 public safety agencies protecting more than 11 million Illinois residents.

Mr. Chairman, members of the committee, this concludes my oral statement. Thank you for your continued support of FEMA's Grant

Program Directorate and the Department of Homeland Security. I am happy to answer any questions you may have.

Mr. PRICE. Thanks.

[The information follows:]

The Honorable W. Ross Ashley, III

**Assistant Administrator
Grant Programs Directorate
Federal Emergency Management Agency
U. S. Department of Homeland Security**

**Before the
Subcommittee on Homeland Security
Committee on Appropriations
U. S. House of Representatives**

**March 17, 2009
Washington, D.C.**

Chairman Price, Ranking Member Rogers, and Members of the Committee, my name is Ross Ashley, and I serve as the Assistant Administrator of the Federal Emergency Management Agency's Grant Programs Directorate within the Department of Homeland Security. It is my pleasure to join my colleagues here today to discuss the Department's progress on interoperable communications. My goal is to provide information on several Department programs designed to assist State and local governments in improving the interoperability of public safety communications.

As you are aware, FEMA is responsible for supporting the Department's broader efforts to assist State, local, tribal, and territorial authorities in preventing, deterring, and responding to natural disasters, terrorist acts and other hazards. FEMA interacts directly with State and local jurisdictions and provides a broad array of support to America's State, Tribal, territorial, and local governments. FEMA support includes grants, coordinated training, exercises, equipment acquisition, and technical assistance. These grant programs were initiated in 1998, and currently provide funds to all 50 States, the District of Columbia, the territories, high-risk Urban Areas, public safety entities, non-governmental and academic institutions, and the private sector.

Progress Toward Interoperability

From fiscal year (FY) 2003 through FY 2008, the Department has awarded more than \$3.7 billion for communications interoperability initiatives. The Public Safety Interoperable Communications Grant Program (PSIC) we are administering on behalf of the Department of Commerce's National Telecommunications and Information Administration (NTIA) is providing nearly \$1 billion in grants to State and local communities. This partnership between NTIA and DHS is a great success story; enabling expertise at NTIA to draw upon our longstanding relationships with State, local and tribal governments. The goal of the PSIC grant program is to offer public safety agencies the opportunity to achieve meaningful and measurable improvements to the state of public safety communication interoperability.

Congress also created the Interoperable Emergency Communications Grant Program (IECGP) to provide important tools to drive measurable improvement in interoperability consistent with the initiatives of the National Emergency Communications Plan (NECP). Funded at \$50 million for FY 2008, and an additional \$50 million for FY 2009, FEMA GPD administers this program, while OEC provides policy guidance.

Initiatives supporting communications interoperability remain the largest category of expenditure within the Homeland Security Grant Program. Current reporting shows \$3.2 billion from the Homeland Security Grant Program is committed to interoperable communications projects.

Beginning in FY 2006, under the State Homeland Security Program, States were required to develop Statewide Communication Interoperability Plans (SCIPs). These plans were under development at the time Congress authorized the PSIC program, enabling us to

require investments made under PSIC to address gaps identified in the SCIPs. We now have in place, for the first time, 56 State and territory plans.

Funds Availability

The Department shares the concerns of our state and local partners with respect to funds availability. Through IECGP, states received FY 2008 grant awards last fall and these funds have been released to all states. PSIC grant program funds, awarded in September 2007, were delayed until each state and territory's required SCIP was approved by the Department's Office of Emergency Communications. All of these plans were approved in Spring 2008. As of today, all states have full access to PSIC grant funds and have begun obligating, expending and drawing down funds. The most significant reason for delay in the draw down of PSIC funds is Environmental and Historic Preservation review required under Federal law, including but not limited to, the National Environmental Policy Act. The nature of the PSIC program and the need for fixed equipment installation requires a high degree of environmental scrutiny. The Department of Commerce initiated a programmatic environmental assessment for the PSIC grant program which was published in the Federal Register on February 19, 2009, and is subject to a 30-day public comment period. We expect Commerce's Programmatic Environmental Assessment to be finalized this spring. Once finalized, we believe that most PSIC investments will be cleared from further environmental review and be expedited. This potentially allows hundreds of millions of dollars of PSIC grant funds to be drawn down and expended over the summer and fall.

Progress Made

As you know, the Department last summer provided to Congress the NECP, developed in collaboration with our state, local, tribal non-governmental and private sector partners. This plan provides a road map towards improving interoperable communications at all levels of government and provides us the ability to focus grant funded spending towards a common National goal.

We have learned through our partnership with state and local emergency responders that addressing interoperable communications is about more than simply purchasing equipment. In December, 2006 the SAFECOM program at DHS completed a comprehensive National Baseline assessment of thousands of state and local emergency response agencies. In our analysis of this and other assessments, we have seen that interoperable communications equipment is only as effective as the governance structures, planning, operating procedures, and training programs within which it is used. Our specific findings include:

Governance—Areas with mature governance structures have advanced further in implementing shared systems/solutions that facilitate regional communications. Regionalized strategic plans are largely not in place and should be developed for communications interoperability with careful consideration for how investments can be shared across the region.

Standard Operating Procedures (SOP)—For many of the urban areas, planning assistance provided the first formal, region-wide communications interoperability SOPs. Additional steps should be taken to ensure that these procedures (as well as those outlined in the National Incident Management System) are fully instituted at the command and responder levels.

Usage—The proficiency in the use of communications interoperability equipment and accompanying procedures varies by the types of equipment used and is increasingly complex as additional agencies are included in response efforts. In addition, almost no region had completed a communications-focused exercise before the DHS validation exercise, which meant that the areas had no specific practice using their interoperable communications capabilities in a region-wide context.

The FY 2009 IECGP provides governance, planning, training and exercise, and equipment funding to states, territories, and local and tribal governments to carry out initiatives to improve interoperable emergency communications. This includes communications in collective response to natural disasters, acts of terrorism, and other man-made disasters. Consistent with legislative authorities, all proposed IECGP activities must be integral to interoperable emergency communications and must be aligned with the goals, objectives, and initiatives identified in the grantee's approved SCIP. The IECGP also advances DHS near-term priorities deemed critical to improving interoperable emergency communications and is consistent with the goals and objectives of the NECP. For FY 2009, two priority issues are identified as critical for advancing interoperable emergency communications in alignment with the criteria established for the SCIP process:

- 1) Gaps in Leadership, Governance, and Common Operational Planning and Protocols; and
- 2) Emergency Responder Skills and Capabilities Development Through Training and Exercises.

Real Progress

FEMA's grant programs are yielding positive, real-world results. For example, Mr. Chairman, the state of North Carolina has planned an expansion of the state's Voice Interoperability Project for Emergency Responders (VIPER). This \$25 million investment enables many of North Carolina's 101 jurisdictions to connect to and use a single, uniform communications system.

Other examples include New York City's expansion of its communications capabilities within its subway and other subterranean environments. This \$32 million system provides law enforcement, fire service and federal and state incident response personnel with a shared, UHF communications system facilitating communication in the City's vast underground infrastructure.

Illinois is using nearly \$43 million in PSIC funds to link existing VHF, UHF and 800 MHz legacy systems to a statewide platform called STARCOM 21. The investment supports 12 regional projects in areas at high risk of natural disaster or terrorism. Collectively, these local projects provide statewide interoperability to over 100 public safety agencies protecting more than 11 million Illinois residents.

As we strive to develop more effective grant programs, DHS initiatives like the NECP, and strategic planning initiatives, such as the SCIPs, have provided critical data enabling us to target our grant investments towards documented gaps in our communications infrastructure and governance. We also recognize each state has particular needs and is at a different level of maturity in its interoperable communications systems. Therefore, we must ensure our grant programs challenge states to invest their grant dollars in initiatives that provide the greatest opportunity to move each state forward. For example, IECGP, while focusing on planning governance, training and exercises, also allows the flexibility for states that have addressed their planning and training needs to invest in communications equipment.

FEMA's Disaster Emergency Communications

The Homeland Security Appropriations Act of 2007 assigned responsibilities for emergency communications to the DHS Office of Emergency Communications (OEC) and the Federal Emergency Management Agency (FEMA). The primary difference between the roles of the OEC and those of FEMA is that OEC performs strategic-level planning, policy development, outreach, and technical assistance for day-to-day public safety usage while FEMA performs tactical and operational planning and communications support for disasters.

FEMA's Disaster Emergency Communications Division (DEC) helps integrate and coordinate Federal Government disaster emergency communications services and capabilities at the national, regional, and local levels. FEMA DEC assists in the development of emergency communications plans and procedures for Regions and States; supports standards and technical advancements to improve communications; and conducts training, tests, and exercises of emergency communications capabilities and procedures. FEMA DEC also provides an integration and coordination point for federal agencies that provide disaster communications capabilities and support during incidents.

DEC is responsible for providing the means and method of transmitting and receiving voice, data, and video messages, information, and images critical to the successful management of a disaster incident where communications infrastructure has been negatively impacted or lost. DEC must be integrated at all levels of government to effectively serve as the backbone of emergency response operations.

More specifically, DEC is responsible for:

- Ensuring operable and interoperable communications are available in a disaster.

- Providing voice, video, and data communications for responders and Federal partners.
- Supporting emergency management across the entire disaster management lifecycle—preparedness, protection, response, recovery, and mitigation.

Although OEC and DEC support distinct but complementary missions, the two components coordinate very closely.

- FEMA is working closely with OEC to identify critical milestones needed to implement the goals in the NECP. The NECP requires the demonstration of response-level emergency communications capabilities by all jurisdictions. FEMA continues to coordinate milestone actions with OEC.
- FEMA is coordinating the development of State DEC Operational Plans through the Regional Emergency Communications Coordination Working Groups (RECCWG), established as a focal point for coordinating disaster emergency communications activities in the FEMA Regions. The State DEC Operational Plans provide an integrated Federal, State, local, and Tribal approach to ensuring effective emergency communications coordination prior to and immediately following an incident. In developing these plans, FEMA uses OEC's Statewide Communication Interoperability Plans (SCIP) and its Tactical Interoperable Communications Plan (TICP) to identify State and local emergency communications requirements and strategies to improve response capabilities.
- OEC participates in FEMA's RECCWG meetings.
- FEMA is an active participant in the OEC-led Emergency Communications Preparedness Center (ECPC) working group meetings which provide an opportunity to strengthen interoperability among Federal responders.
- FEMA invited OEC Director Chris Essid, to participate in the FEMA Regional DEC Coordinator Summit which occurred on March 11-12, 2009.

FEMA DEC also has a distinct tactical disaster emergency communications role, carried out as part of the Mobile Emergency Response Support (MERS) mission. MERS provides mobile telecommunications capabilities and life, logistics, operational and power generation support required for the on-site management of disaster response activities. MERS provides support in three broad categories:

- Operations - Mobile Emergency Operations Centers, quick reaction support, disaster preparedness (hazardous materials) officers and MERS security officers.
- Communications - satellite, multiple radio vans, high frequency line-of-sight microwave, land mobile radios, voice, video and data capabilities, and wide area interoperability.
- Logistics - fuel, water, HVAC, life support, transportation, and power.

Staged in six strategic locations, Bothell, Washington; Denver, Colorado; Maynard, Massachusetts; Denton, Texas; Thomasville, Georgia; and Frederick, Maryland, MERS detachments can immediately deploy mobile emergency communications teams and

response vehicles and can concurrently support a large Joint Field Office (JFO) and multiple field operating sites within a disaster area.

FEMA MERS maintains and deploys for disaster duty, specialized mobile emergency Incident Response Vehicles (IRV) that provide FEMA's capability to provide state-of-the-art satellite, land mobile radio, line-of-sight (LOS) systems and situational video services for response officials. MERS also maintains and deploys Mobile Emergency Operations Vehicle (MEOVs). These units are self-contained disaster support vehicles with critical power generation and satellite communications that provide highly effective mobile office support to austere locations that lack infrastructure. The units vary in size and provide support for Incident Command Posts, Initial Operating Facilities and/or a JFO. MEOVs are integrated communications and operations platforms that also have served as Disaster Recovery Centers for rapid support to disaster-affected communities.

Approximately 5 IRVs and 16 large and small-scale MEOVs provide mobile emergency operations and telecommunications support including:

- Stand-alone High Frequency Radios and LOS Microwave units in each detachment
- Heating, ventilation and air conditioning sets that generate enough BTUs for a 16,000 square foot building
- Several truck-mounted generators, ranging from 20 to 400 kilowatts, for power generation and distribution for several large facilities

MERS detachments can also transport and distribute fuel and water, and through a reverse osmosis purification unit, make brackish and salt water safe and drinkable.

Current MERS initiatives include:

- Focusing on improving certain high-tech services, such as Internet protocol, multimedia gateway systems, greater broadband access, and next-generation mobile high-speed data.
- Deploying new multi-purpose deployable incident response communications vehicles to integrate state-of-the-art technologies into regional operations.

Recent MERS support and response to disaster areas include the recent, winter storm in Kentucky:

- Established mobile command posts in four Kentucky locations, including the National Guard Readiness Center in Frankfort, allowing Guard units to assist with command and control by providing voice, video and data capabilities. Three additional units were deployed to Guard armories in Western Kentucky.
- Erected four portable Land Mobile Radio towers (LMR), deployed into Caldwell, Hopkins, Webster and Graysen Counties in Western Kentucky that allowed the

- Supplied hand-held radios to Kentucky National Guard units to facilitate the distribution of commodities

Hurricanes Ike and Gustav, October 2008:

- Provided emergency communications support to Galveston
- Repaired main repeater in Houston Reliance Center to support Texas Highway Patrol communications
- Provided command and control support for Houma, Louisiana
- Provided communications support to Louisiana State Police and Terrebonne Parish

The MERS capability enhanced overall interoperability during each of these disaster events. We appreciate the Committee's support for the MERS program and the critical role it plays in supporting disaster response and public safety.

Conclusion

Interoperable communications remains a priority issue for the Administration, for DHS, and for our NTIA partners. The Department remains committed to improving interoperable communications capabilities in every state to ensure that our Nation's first responders have the ability to communicate when the next disaster strikes. Mr. Chairman, this concludes my testimony. Thank you for having me today. I am happy to address any questions that you and the Members of the Committee may have.

TRANSITION TO 700-MEGAHERTZ BAND

Mr. PRICE. Thanks to all of you.

Let me start with you, Mr. Essid, and ask you a very basic question about the systems that you are working with now, and what their future is, and the kind of system you envision us moving to.

Congress has made investments in State and local communications systems for years, both through Homeland Security and through the Department of Justice. Just in DHS we estimate that we have invested \$3.7 billion since 2003 on equipment that can operate in the currently available spectrum. Now the Federal Government plans to make the 700-megahertz spectrum available for public safety agencies, and, of course, use of this spectrum will depend on the build-out of adequate infrastructure and the obtaining by individual agencies of equipment that operates on that spectrum.

Can you explain what will become of the systems currently being built and used by localities if we transition to a 700-megahertz solution for emergency responders? That is my very basic question. Do we run the risk that existing investments become obsolete once the 700-megahertz band is available? And realistically speaking, how long is it going to take for this 700-megahertz option to be available to the emergency responder community?

Mr. ESSID. Yes, sir. I will give it a try.

One of the misnomers or misperceptions is that once new spectrum or new technology is rolled out it will replace a lot of the existing investments. However, as Dr. Boyd mentioned, in the United States we have a system of systems. There is not enough capacity in any one frequency band for all of public safety to move all their communications there, nor is there enough money, so we have to operate a system of systems.

Many localities throughout the Nation—and localities are where most of the investments have been made in communications systems, whether it be through grants or through their general funds—are all over the place. They are in VHF, UHF, 800 megahertz, 700 megahertz. So a lot of these first responders, as we have interacted with them first around the Nation, have identified that they have just bought a VHF system, a statewide system, in the Commonwealth of Virginia, for example. They paid \$350 million for this statewide system, using no grant funds. That investment will not be obsolete, until that system runs through its whole life cycle. And one of the things the first responders told us to put in this national plan is an objective that focuses on system life cycle planning to provide better long-term support and planning for the technology investments, not just one type, as newer technology comes on board.

And that is where interoperability has been challenging, because you have different frequency bands. You have different technologies, and if you spend a certain amount of money on a system, it has to run its life cycle. People aren't going to say, hey, we bought a new radio system 5 years ago; now that there is some frequency available, we are going to scrap what we were doing and move to this newer system. We have to make them all work together.

So we are trying to help localities and their elected officials with life-cycle planning and tools to understand when they are making these types of decisions on these expensive systems, that a life cycle for a system typically runs 10 to 15 to 20 years. They are not going to start over right away. There will be a migration. Some areas are ready to go and migrate.

So we are going to see some of this take place. First in urban areas where they go through the technologies a little more rapidly. But not everyone is just going to switch to 700 megahertz, nor could that happen. It will be a gradual migration. And some of these older legacy systems will run their life cycles.

Does that answer your question?

Mr. PRICE. Yes. Well, let me just move to the obvious question, and you and Mr. Boyd both can respond here, the obvious question about how we are doing on that transition and the failure of this auction. The upcoming digital television transition, of course, is supposed to free up spectrum for public safety agencies. And the FCC has envisioned that, the private sector buying the D block of the 700-megahertz band, which would then build out the system and make certain frequencies available for first responders.

That public-private model doesn't seem to be too convincing to private companies, at least for now. At the auction in early 2008, there was only one bid for the D block, which failed to meet the FCC's reserve price. So this possibly puts us years away from achieving national broadband interoperability for first responders, or does it? That is really what we are asking here.

Both of you have stressed that we are not going to lose these earlier investments. We are incorporating the legacy systems. But obviously there are a lot of questions about this transition and what it would require and how fast it can take place. Even with private investment, the FCC allowed up to 15 years to construct a nationwide first responder broadband network.

So I guess the most basic question is how essential is this? Do all of our first responders need to be on the same spectrum channel to ensure interoperability, or is that at least the eventual goal? And, Dr. Boyd, without a part of the radio spectrum dedicated to first responders, can we ever achieve true interoperability? And, of course, there have been other proposals by some of the first responder groups that the FCC should simply grant 700 megahertz licenses to regional nonprofit entities so that local municipalities can build their own networks on these channels. Is that a possible model?

So basically, that is what I am looking for here is some kind of assessment of where we are in this transition and really how critical the transition is to the overall goal we are trying to achieve.

Mr. BOYD. Well, let me explain first that there are two components to the 700-megahertz spectrum issue. One component is the D block, which is that piece that was intended by the Public Safety Spectrum Trust to support broadband applications only. The other half of it is for more ordinary trunked radio, or other digital radio communications, the same kind of communications you currently have on 800 megahertz, for example.

Unfortunately, the delay of the release of the television spectrum has also delayed these more visual applications, and applications

that do not need to wait for the auction. This 12 megahertz, in fact, could be applied immediately to system requirements in the field. This still falls short of what public safety said they needed for additional spectrum. I guess going on 8 or 9 years ago now, the National Task Force in Interoperability identified about 97-megahertz of additional spectrum that public safety still required.

The D block is intended to provide a ubiquitous broadband capability to public safety. It would be disingenuous of me to suggest that broadband is not available simply because the D block hasn't been released because, in fact, broadband is available in a variety of ways using existing commercial systems. Those existing commercial systems are not dedicated to public safety, which is the fundamental difference. So public safety is concerned that in an emergency they might not have access to the commercial structures which can currently provide broadband access—and, of course, there is a cost associated with commercial service as well.

We demonstrated a project we called ROW-B, which is short for Radio Over Wireless Broadband, and we demonstrated it here in this building, in fact, I would guess about 2 or 3 months ago. We are now transitioning that same capability to NORTHCOM to use when they go into places where it would be useful. It is capable of tying together all the systems—it doesn't matter whether it is an Internet-based system, or it is an over-the-air system, or it is a regular telephone or a commercial cell phone; it doesn't make any difference—so that you can create talk groups of all the kinds you do in normal emergency communication systems, whether it is a desktop, or a landline telephone, or a handheld or other kind of device. So that capability is available now.

The problem that public safety has is that the commercial wireless piece—and this is part of the reason I think people haven't bid for that 700 megahertz—only provides coverage where they have enough subscribers to be able to carry the freight. It is expensive to maintain. They are not going to build out more towers than they can get a return on. They are not going to provide more coverage than they can get a return on. They are not even going to provide more capacity than they can get a return on, which is why sometimes during rush hour around here you will get “service unavailable” because it is blocked up with too many callers.

Right now we provide pretty good coverage to about 85 percent of the population, but that other 15 percent, which represents a huge piece of the land mass of the United States, is going to be very expensive to cover, whether it is in a D block public safety application or we simply work with commercial providers to support it.

Mr. PRICE. Well, it is difficult to predict whether one of these major companies is going to step forward in the future. If there is not a private partner to pay for this build-out that you are describing, who is left to do it? I mean, what are our options going to be?

Mr. BOYD. Well, at a technical level, I think the options are these: The first option if you are going to build out a system like that and there is no private partner, then somebody is going to have to subsidize it—either public safety, who I don't think can afford it, or the Federal Government—but it is very, very expensive. I think it would take \$15 billion to provide even the kind of cov-

erage we are talking about now, which is actually reduced to what is the current commercial coverage. It is pretty expensive.

An other option is to tie together existing systems. You don't have to have two neighbors on the same band. You can have one on 700-megahertz, one on 800, another one on 140, and another one on 400. In fact, as the New York City firefighters will tell you, 400 megahertz offers some primary advantages to them in penetration in high-rises.

BRIDGING TECHNOLOGY

Mr. PRICE. Let me interrupt you and ask you, yes, that is obviously what we are going to have, at least in the near term. Is there anything wrong with that or deficient about that for the long term, or realistically is that what we are looking at in the foreseeable future, what Mr. Essid called a system of systems that requires bridging technology as opposed to a uniform system?

Mr. BOYD. I don't believe, frankly, that that is a bad solution. In fact, I believe that in many respects it is probably the only viable solution that is going to make a difference in less than one or two decades, because right now it comes down to trying to tie folks together.

Let's look at some of the good news out there that the public safety community doesn't get enough credit for. When we did the baseline survey back in 2006, we found that, two-thirds of all the responding agencies—and we went out to 22,000 different agencies—were capable of establishing interoperability for major events.

Interoperability does not mean every officer needs to talk to every officer. I find it hard to imagine a case where a patrol officer in Beverly Hills needs to talk to a fireman in Miami. I just can't see that happening. What you need are points of connection where people are able to talk to each other. Public safety guys are pretty good at identifying these points, and they have used a variety of approaches—sometimes sharing radios, and sometimes using patch solutions so they can operate across these different bands.

Having multiple bands offers a number of different advantages. One is that it is incredibly expensive to change current systems out. Our best, conservative estimate based on assessments of new systems and what the systems cost going in, is that the current investment in the installed infrastructure exceeds \$100 billion. We are not going to throw that away. It is just too expensive. And the vast majority of that money came from localities, not from the Federal Government. So they are going to be reluctant, as Mr. Essid pointed out, to throw away a \$350 million investment that still works.

The second advantage to having multiple systems is that because they are spread out across spectrum in a variety of places, some of the spectrum has different propagation characteristics. If I am in a high-rise area like New York City, for example, 400 megahertz may be the right kind of approach to me because, as an accidental consequence of the building codes, it penetrates buildings better than 700 or 800 megahertz does. If I am in a place like Pima County, Arizona, and I have wide open spaces, then the 150-megahertz spectrum is probably better because it gives me greater range with fewer towers. In a place where I have less population, the last

thing I want to build is a lot of towers, because towers tend to be the single most expensive piece of the structure.

The second thing is that even if we were to change to a single band and put everybody on it, it is not as simple as retuning the radios. There is a tendency a lot of times for vendors to say, well, gee, you already have a tower structure up. Well, a tower structure that works on 150 megahertz may not work on 700 or 800 megahertz because, for one thing, range is dramatically reduced. They are affected much more by terrain. I can tell you that 700 and 800 megahertz will tend to require lots of towers in Mr. Rogers' district, for example, because eastern Kentucky is very rugged terrain, and has lots of shadowing. There are other places in the United States that are much like that. So in his State, quite often 150 megahertz will offer some advantage because of the way it propagates, but there is not much of that spectrum available. So I think we need these multiple systems to be in place.

Then there is a third and really important consideration and that is that you eliminate single points of failure when you have multiple systems and multiple networks; that is, taking one network out doesn't take them all out, so that you don't have the kind of thing you have where somebody launches an Internet attack on Microsoft servers and takes out all of the Microsoft servers in the country. When you have disparate systems, that is much more difficult to do.

Mr. PRICE. Thank you.

Mr. ROGERS, welcome to our hearing. We will turn to you next.

Mr. ROGERS. Well, thank you, Mr. Chairman. I apologize for being late, but I had to introduce a constituent of mine, a blinded Iraqi veteran, before the Veterans' Committee. He was testifying, and I deemed that took precedence. But thank you for recognizing me.

And welcome, gentlemen, to the committee.

I very much appreciate our panel appearing today to discuss this particular issue, particularly a University of Kentucky Wildcat Mr. Essid.

And, Mr. Ashley, we meet again.

Mr. ASHLEY. Yes, sir.

BACKLOG OF UNEXPENDED FUNDS

Mr. ROGERS. It is *deja vu* all over again, because just last week at our rail and transit security hearing, we were talking about an enormous amount of grant money languishing in the coffer and not fulfilling the security needs of our Nation. And as I look at the funding history data of both the Interoperable Emergency Communications Grant Program and the Public Safety Interoperable Communications Program, only a pathetic 6.4 percent of the more than \$1 billion provided for these programs—over the last 3 fiscal years, only 6.4 percent has been spent. That means there is more than \$997 million that could be out on the streets helping our first responders meet their interoperability needs. Instead, it is the same old song we heard last week, and that, frankly, is just not going to fly.

So without further ado, and bearing in mind there has been some discussion of this issue before I arrived, I am going to turn imme-

diately to Mr. Ashley and ask why has this enormous amount of money not been spent? And what are you doing to fix the logjam?

Mr. ASHLEY. Thank you, Congressman.

To say that the money is languishing in the Federal coffers, the money is available to the States and has been. When we talk about the PSIC grants, for over a year now all \$968 million minus the management and administration is available for the States to draw down. So it is not unavailable to them.

Just because the money is sitting in the Federal Treasury doesn't mean it is not being used. Projects are out there in every State of every Member's jurisdiction that are up there on the panel that are being executed today. It does take the States time to draw down funding. Some States don't even draw down except for once a year do they actually reconcile their books and then draw the money down from the Federal Government. So even if we were in sync with every State budget that was out there, you could see the case where about—if you miss the cycle, you could be off by as much as 23 months in actual funds being drawn down from the Federal Treasury.

So I think it is a misnomer to be able to—you know, to cite the funds that are in the Treasury not being actually utilized for projects in the field. We had reporting back from every one of these reporting projects saying what is being accomplished from each State jurisdiction on specifically the Public Safety Interoperable Communications Program.

Dr. Boyd, I can give a great explanation when we talk about the technology involved with why it takes a long time for States to draw these down. This isn't a statement saying that we are putting off our responsibilities to have funding drawn down and blaming it on the local governments. Rather, it takes time to implement these projects. Some of these interoperability projects can take up to 3 to 5 years to implement, which then causes the States to draw down.

One other example of the timing it takes to draw funds down. We make the funds available once—or excuse me, funds are available to draw down once a State actually encumbers the funds. They don't have to spend the funds. They could have a \$1 million project divided into four \$250,000 tasks. Once they have encumbered that first task, that funding is available to draw down. We can't, therefore, go and tell them to draw it down; they draw it down on their own schedules.

Mr. ROGERS. Well, you know, it has been what, 8 years now since 9/11, and here we are still trying to decide how to spend the grant moneys that we have approved for years and years and years. For the life of me, I cannot understand why we don't get with it.

Kentucky, for example, just a month ago or so had that terrible ice storm from coast to coast. It covered the entire State, huge amounts of ice that devastated the State, the worst disaster the Governor says that State has ever suffered. But the main initial impact was there was no communications. The Governor of the State didn't know whether or not anyone in any part of the State was injured. There was just no communications. The towers came down. Wires were broke by the falling leaves. The electric power was cut off. There was no communications to most of the State,

which is unbelievable in this modern day and age. And yet this money has been laying here, waiting for the State to pick it up, and I don't understand why, for example, Kentucky hasn't perfected the grant application to the point that you can dish the money out.

Mr. ASHLEY. I can tell you for Kentucky, they were awarded \$15 million under the PSIC program. They have approximately drawn down I want to say—you know, within the first three quarters, they didn't draw anything down of it. And then I think they have drawn down a total of about \$1.6 million of those dollars over the last year that they have actually drawn down.

Now, that is not to say that Kentucky—they have three main projects that are going on out there. They are out there executing on those projects, procuring equipment. There is three, one in the Louisville area, one in the Kentucky Strategic Mutual Aid System, as well as a strategic technology reserve. They are out there procuring those things and putting them in there. Just because they haven't gone into our financial system and electronically transferred the funds into theirs doesn't mean that it is not getting accomplished.

Mr. ROGERS. Mr. Essid, your office works with States, does it not, to help them perfect their plans, their statewide plans?

Mr. ESSID. Yes, sir.

Mr. ROGERS. Tell us what is going on.

Mr. ESSID. Well, I was going to pipe in to try to help Mr. Ashley explain this. A lot of the investments that the larger grants have supported are technology investments, buying systems and stuff. It takes so much planning, and so much coordination to get the right stuff. So it takes a while for States to draw down those dollars.

We have worked with States on their Statewide Communications Interoperability Plans, and we are happy to report to you although only eight States had statewide plans in March of 2007; now all of the States and territories have a plan based on common criteria. So we work with the States to help them better coordinate all types of their activities, including large purchases of systems. I am of the belief, because the first responders are of the belief, that the interoperability problem is 90 percent coordination, 10 percent technology. The technologies are out there to solve this problem, and we have spent a lot of the grant funds on the technologies. What is lacking is training and exercises, standard operating procedure development, development of MOUs, development of governance, everything I call coordination. So the States and locals have told us, we need to invest in these coordination activities.

That is what we do to help the States when we go in. For example, we are doing one on March 19, we are going to be in Kentucky doing a SCIP workshop, statewide plan workshop. And they want a better understanding—a shared understanding—of funding strategies to implement a lot of the priority initiatives in their statewide plan. They also would like awareness of all of our goals and how this is working together. So we customize every workshop by what the State needs since statewide plans are a little different as far as gaps.

So I think that these governance structures that we have in every State now, where we have State folks working with local folks in the State and all the different disciplines, under the state-

wide plans, we are going to see improved coordination. These technology purchases are going to speed up because they are going to have their act together at the start, versus——

Mr. ROGERS. Well, I will tell you what. Three years ago we created your office because States weren't applying for the grants and getting the money out there. And the Congress says, well, I will tell you what. Out of frustration and desperation, we said, let's create a one-stop shop where they can come in and tell us what the problem is, and they are not searching around, trying to find the right bureaucracy to work with. And out of that grew this office. And here we are now 3 years later, and nothing has happened. What else can we do, please?

Mr. ESSID. Well, sir, I think we have had a lot of success. As far as drawing down the money faster, we have been working to increase coordination and identify needed governance structures. Before we were created, a lot of these States didn't have full-time interoperability coordinators. They didn't have governance structures where the States were working with the localities. And then those folks weren't really working with the State Administrative Agency, the SAA, which really coordinates with FEMA on spending the money.

We have built these partnerships throughout the Nation. In essence, we are building a kind of highway so that they can coordinate their grant expenditures and draw down faster. We are working as fast as we can on the State plans and those governance structures, which are essential to the road forward and the national plan.

Mr. ROGERS. Well, I have a slogan that I use frequently and that is, plan your work and work your plan.

Mr. ESSID. Yes, sir.

Mr. ROGERS. You are planning your work, but I don't see nobody working the plan.

Mr. ESSID. Well, a lot of these initiatives are in the national plan, sir. Again, we have coordinated the development of this document with those same stakeholders from the States and localities. We really are working this plan, the national plan. We have met 11 of our first milestones, and we are coordinating with FEMA's Grants Program Directorate to do everything we can to inform folks of what grants are out there, to give feedback on what could be improved in the grant process so the money could be drawn down faster.

But, again, as Mr. Ashley said, and as Dr. Boyd could also explain, some of the projects they are applying for are very technical in nature, like procuring a statewide system. For example, I mentioned earlier the system Virginia purchased. Although they didn't spend any grant funds on it. It took them 6 years to move from the initial idea to actually purchase equipment. These things are very technical in nature, and there are so many factors. Also every State's procurement rules are even different, so it takes a while. I am not making excuses, sir, I am just explaining how technical it can be. And a lot of the larger grant funds out there, billions of dollars, have been spent on stuff. Those are the types of projects those funds are supporting.

One of the things we heard from the stakeholders around the Nation was, we need help with coordination. And now we have the Interoperable Emergency Communications Grant Program, \$50 million in fiscal year 2008, \$50 million in fiscal year 2009. That goes for things like training and exercises, SOPs, governance. Those are the focus areas, not a lot of equipment. They have been drawing down very well on that, and we have gotten excellent feedback from States and locals that it is helping them with the essential activities that will help them make faster and more coordinated equipment purchases.

INTEROPERABLE COMMUNICATIONS GRANT PROGRAM

Mr. ROGERS. My records show that 99.9 percent of those funds are still there.

Mr. ESSID. Sir, they have been made available as soon as their statewide plans were approved. I don't know if Mr. Ashley has an answer for that, but they have been able to draw down on the fiscal year 2008 funds since their statewide plans were developed.

Mr. ROGERS. Well, I will close. My time is up. But in Kentucky during the ice storm—and by the way, some people are still without electricity, and that has been almost 6 weeks ago—28 people died, some of them because of lack of communications, because they did not have interoperable communications. So Kentuckians died during that emergency. And other States are similarly afflicted. So this is not a matter of debating.

Mr. ESSID. Yes, sir.

Mr. ROGERS. This is a matter of getting that money out there and getting interoperable communications in business. And don't tell me it is too complicated. Look at how we built up before World War II. We went from nowhere in 4 years to becoming the world's greatest power. They built 296,000 aircraft, for example, and they didn't have one to begin with. And you are telling me you can't build in the States the capability of police and first responders to talk to each other. For God's sake, get with it.

Mr. PRICE. Thank you.

And we will be picking up on this in various ways. It does seem to me we are getting somewhat mixed messages here about this complexity. I mean, on the one hand you are saying we have technologies that help us overcome complexity; that we have made a lot of advances, and not having to make everything uniform, but in being able to talk among systems. And then at the same time it appears that complexity is a barrier to getting the money out the door. I think we need to understand that better.

Mr. SERRANO.

EMERGENCY RESPONDERS ABILITY TO COMMUNICATE

Mr. SERRANO. Thank you, Mr. Chairman.

Gentlemen, I will try to be brief in my opening comments so that you can answer what I think will be a few questions involved in that.

I was not in Washington with my colleagues on September 11. I was in New York. It was a primary day, election day in New York. No one writes about the fact that maybe one of the targets was to disrupt an election and the electoral process.

That is where I was that day, and I recall in addition to the people in the street and the screaming and the pain and the anguish of what was going on, I recall that everything went down. Radio stations for the most part went down, TV stations went down, and you couldn't make a phone call from a cell phone.

Put that aside for a second. I travel on Amtrak every week to New York, and when I get into one of the tunnels, if I am on a phone call, that phone call dies. Put that aside for a second also.

Thirdly, I am Chairman of the committee that oversees the FCC, and one of the issues with the FCC is getting satellite radio to service the territories, Sirius and XM, now it is one. And they tell me that the satellite doesn't point in that direction. I profoundly or jokingly told them to go borrow a satellite from the CIA, but they say they can't reach the territories. Remind you that we got into World War II after a territory named Hawaii was attacked.

So my question to you is, number one, heaven forbid New York City was attacked again, will people be able to communicate with each other as you understand it now? Will those TV stations continue to give out the information necessary? Will the radio stations be able to function?

Secondly, will firemen and police officers in tunnels throughout that city be able to communicate?

And lastly, heaven forbid they attack us on one of our territories, Guam, Samoa. Can we communicate with them, or are we going to be hearing from them that somehow the satellites didn't reach them in time?

I know that is really three questions, but I think it speaks to the issue at hand.

SATELLITE COMMUNICATIONS

Mr. BOYD. First, I think you are exactly right that a satellite ought to be one of the arrows in an emergency manager's quiver, and that is particularly crucial in places like the Hawaiian Islands. I was working 3 or 4 months ago in Honolulu with the emergency managers, talking about how they would maintain communications among their four counties, each of which, as you know, is a separate island. And in fact, for them, while they can use towers in some circumstances, satellite communications are really important.

We have to understand where satellites can pay off. And satellites pay off hugely in places like communicating to some of our island territories. They are also very good at communicating among operation centers. They are not terribly good for first responders who are actually down doing the basic work simply because they don't penetrate well through structures and places where you are executing the rescue. They don't work at all in tunnels. So part of the design, I think, of communication systems has to take into account what you have to do to put communications into all of the elements of your community.

New York is a special case because they have got so much underground subway structure. They have been doing some work trying to put some special cabling in to allow communication in the subway. Unfortunately, they have had some contracting difficulties, contractor performance difficulties in putting some of that into

place. But I think they have got the right idea in trying to wire the subway.

Here in the District, some of the tunnel structure allows that, but, in fact, Congress itself has that problem because of the nature of these buildings. I was asked not too long ago to help the Capitol Police develop their new system which is in essence, in tunnels. Each of these buildings has thick, thick walls. You also have tunnel structures in basements underground. You have many of the same kinds of problems as in subways.

We did not build, as a Nation, communication systems initially into our tunnels. We built telephone systems because most police, back when we were building these things, didn't use radios. So we are now, in a lot of respects, playing catch up, and that comes back to the point I made earlier.

OPERABILITY VERSUS INTEROPERABILITY

The first priority, the absolute first prerequisite if we are going to make a difference is operability, not interoperability. Interoperability matters a great deal, but it is impossible and essentially irrelevant if you can't communicate to begin with. So the first thing we have to do it seems to me, is to think about how we are going to strengthen a number of these systems. Unfortunately, in many cases, what we have done is jump to interoperability without first saying we have got a lot of communications systems out there that are very old, very weak, very tired and that don't perform well in massive ice storms or in hurricanes or other disasters.

And so we need to think about a two-tiered process which says, you have got to establish operability, and we need to apply guidance and standards so that they can design in interoperability as they are building operability. But we have to start with operability first. And that means addressing things like, how do we handle communications in tunnels?

Mr. ESSID. It is not uncommon for many folks out there in the public safety world to have redundant systems in case one fails. And when we go out and provide our technical assistance throughout the Nation, we see their public safety systems have to be more resilient, and they usually have redundant systems in case they fail.

NIMS UMBRELLA COMMUNICATIONS UNIT LEADER TRAINING

But I echo what Dr. Boyd just said about the operability. Some of what we have been doing, no matter what type of technology is deployed, if those communications can't be set up in a standardized way, you have a lot of chaos in mutual aid situations. And so we had some real success stories here. One of the things we have been doing is training folks on how to set up communications under the NIMS umbrella, the Communications Unit Leader Training that Dr. Boyd mentioned in his opening remarks.

Two recent success stories arise from our training these first responders on how to set up communications in a standardized way just recently. In fall 2008, we did COML training in Houston, Texas. Shortly after, Hurricane Ike made landfall, and those first responders were able to use their skills and their training right away to respond to Hurricane Ike. They set up communications

just as it would be done in different parts of the country in a standardized way.

Then in January we did a COML course in Tennessee. As Congressman Rogers mentioned, the ice storm hit Kentucky and parts of Tennessee very hard. Those first responders were able to go out and use the training they just received to set up communications with different systems in a standardized way. So these are some of the things that deal with operability, before you move to interoperability.

Mr. PRICE. Thank you.

Mr. Carter.

INTEROPERABLE COMMUNICATIONS TECHNOLOGY

Mr. CARTER. Thank you, Mr. Chairman.

Well, this is a very complicated business here. But I served for many years as a district judge, and we had interoperability issues going back clear back to the 1980s. And I want to start with the frustrations that the local people have. Yes, they don't draw down because they have concerns, for whatever reason. I would be willing to bet that a lot of people don't draw down because they don't know where the future is.

And one of the things, just in my county, we got caught in a trap. As we started to grow, it was 80,000 when I became a judge; when I left as a judge there, we had about 340,000. Now we have got about 370,000 people there. The problem was, we bought a phone system in 1986 that was supposed to be interoperable with the largest town next to us, Austin, and it was for 2 years, until Austin bought a new phone system, and then it was not interoperable any more, and their solution was for us to spend another \$10 million to get operable, to get interoperable. And it just, that is just in one little bitty part of Texas. We bounced around with interoperability, and every time you would try to get even with somebody, some salesman would come in and sell somebody something else, and it would go away.

To me, and I just think you have to think outside the box, and it may be technically impossible. But, I mean, you you have got a scanner that the bad guys can scan every police channel simultaneously, and as soon as they hear something about dope, they can push a button and hear what they are talking about. If you have got that, there ought to be some kind of system that can collect whatever communication is coming in and make it operate with the other one. Is anybody working on that kind of technology?

Mr. BOYD. In fact, we have demonstrated that kind of technology. That is what we demonstrated here in the Rayburn Building. What we set up here in the District, was ROW-B, and we are now transitioning it to NORTHCOM and are also working in some communities in California to put it in place. ROW-B is essentially a combination of technologies controlled from a single screen. So, basically, you can think of it as a tower control operator who is managing communications. Let's say that you have a telephone at your desk. You can pick up your telephone, make a call through a commercial telephone system, make a connection then to the station so that you can talk to the officer on the beat, and you will both talk to each other on the technology you happen to have.

You can also connect to a satellite link if there is a satellite link available. You could even connect to someone, if you had a device that exchanged data, you could do it through a computer desktop, or if you had a multi-use device, you could connect to it, or you could talk to a cell phone. You can connect all of these things together. That technology exists and, in fact, has been present for a while.

What we have found over the years is that if you want to make this happen ultimately, and you want communities to make the kinds of decisions it takes to put these together, you have to pilot demonstrate these in the field; that is, you actually have to go out in the community, work directly with the community, put it in place, help them understand how to use it and have them apply it.

We have had some remarkable success in, for example, a community in California that uses a system they call ICIS, I-C-I-S. And I am going to be hard pressed to tell you what the acronym stands for, but it is an integrated communications interoperability suite or something like that. Basically, what they did was to take our materials on their own with their own money—without federal money and build a system which involved seven to nine jurisdictions where they can exchange dispatch data from dispatch consoles. They can communicate directly with each other, even though they are not all on exactly the same kind of system and probably won't be for a while, simply because of the cost.

Here is another issue, and I once had an opportunity to spend some time with Ms. Lowey and explain part of this. If you think about how long it takes to build out a system, even if you are incredibly efficient and the money comes in, you have designed the system and you have put it to work, what public safety told us in a survey is that 50 percent expect to change their systems out over the next 5 years. The remaining 50 percent expect to change them out by the end of 10 years. Even though we know that the average life expectancy of a system in the field is 20 or 30 years, let's take them at their word, and let's say it is 10 years. That means that no matter how we manage the technology, unless we decide we are going to prevent any further innovation, the system that goes in at the end of 10 years is going to be 10 years newer than the system that went in at the beginning of that cycle. That is part of the challenge.

Let me give you a little different perspective, as a retired Army officer, about how involved this can be and how much conscious attention to detail, working directly with locals, I think, takes to makes this work. The Department of Defense, I remember, proudly announced a few years before I was commissioned a second lieutenant in the Army that it was going to be fully interoperable. The Department of Defense will tell you now they are about 60 percent the way there. And I retired from a full military career 17 years ago.

Instead of a single department and four services, we are looking at 60,000 jurisdictions in 50 States and six territories and districts. So what I would encourage everyone to consider here is that it is really frustrating; it is really tough. But at the end of the day, it is a human activity. We can achieve emergency level interoperability right now if all of the players are willing to come together

and make that happen. In some places, it may be a bit primitive. In some places, it will be really state of the art, but we can make it happen if we can get everybody to cooperate across the board. And we have been very successful in doing just that.

We have a project we called RapidCom, which is an exercise where a few years ago, we went into 10 of the Urban Area Security Initiative Cities, and we said, okay, we are here from the Federal Government. We are going to help. We are not bringing any money, but we just want to work with you with what you have got and see if you can create a regional interoperability system using only what you have now, do it in 5 months without investing any more money. We were successful in doing that in all 10 cities. It is this experience that produced the lessons learned that eventually became the foundation of the statewide communications interoperability planning guide and the continuum, which you will note has only one lane that has to do with technology.

It is frustrating to all of us that these things don't happen very, very quickly. But it takes time. Let's say that we were perfectly efficient, back in 2003 when the Department stood up. We were absolutely and perfectly efficient in S&T, and this at a time when we had a cardboard door on the Undersecretary's door, and there were only 16 of us. We had \$300 million that Congress moved to the Department of Homeland Security to be used for grants, not all of which was for interoperability. Let's just talk about that \$300 million. If we were perfectly efficient at the end of that first year, that money would be at the State. If they were perfectly efficient and the locality legislature didn't meet every other year and have to appropriate it, then at the end of year two, the money would be at the locality. And if they were perfectly efficient, they would have a contract out by the end of year three. And then if they didn't have any not-in-my-backyard or environmental-impact-statement problems and they found the space for the tower and they were able to put those in place, then in 2 to 5 years, they would have something turned on.

The Department is only 6 years old.

Mr. CARTER. Thank you.

Mr. PRICE. Thank you.

Mr. Rodriguez.

DEMONSTRATION PROJECTS ON SOUTHERN BORDER

Mr. RODRIGUEZ. Yet, at the same time, I was able to get earmarks directly from DOJ directed to my counties, and Homeland Security wasn't even there, and that is what we have been working with through DOJ. And let me, we passed in 9/11 Act, we established an international border community interoperable communication demonstration projects. There were six projects. Can you tell me how many of them have been implemented on the southern border, and what exactly has taken place with those projects? This was, the bill that piloted these programs, was section 302 of title three, and in your testimony, you mentioned the Olympic projects on the northern border and mentioned some task force with Mexico. Can you tell me a little bit about those six demonstration projects that went into effect?

And just let me express some concern, Dr. Boyd, that you mentioned, cross-border with Canada and some projects.

Mr. ESSID, you also mentioned Vancouver and Canada.

I think Mr. Ashley, you mentioned projects in North Carolina; \$25 million to a particular there; \$32 million to New York; \$43 million to Illinois. Can you tell me what has been happening on the southern border?

Mr. BOYD. I will defer to Mr. Essid for those projects.

Mr. ESSID. Well, sir, I will start off with the Border Interoperability Demonstration Project. The money for these projects was given to CBP projects and so OCE has been working to transfer those funds from CBP—

Mr. RODRIGUEZ. Who is CBP?

Mr. ESSID. I am sorry. The Border Patrol.

Mr. RODRIGUEZ. So the funds are with the Border Patrol?

Mr. ESSID. Yes, sir. Customs and Border Protection. \$30 million was appropriated for the Border Interoperability Demonstration Project. A minimum of three projects are supposed to go on the northern border and three on the southern border. So we have been working to get those funds transferred to OEC, so we can—

Mr. RODRIGUEZ. So that means they haven't been transferred yet?

Mr. ESSID. No, sir, not at this time. We have been working that issue.

In the meantime, my office has been working with the responders to develop the criteria for the grant process. We can't start the grant process until the funding is transferred. But we are ready to go as far as the proposed selection criteria.

Mr. RODRIGUEZ. Why am I able to get money from other agencies to do some of that stuff and you guys not moving quick enough?

Mr. ESSID. Sir, my office is trying to get the funds transferred so we can move forward with this. We have drafted a report—

Mr. RODRIGUEZ. Okay. That is one on the southern border. Any other on the southern border?

Mr. ASHLEY. Yes, sir.

In the PSIC program, there is a \$9.11 million program that is currently being executed. It is called the Regional Texas Mexico Border Interoperable Communications Program. It is a \$9.1 million out of the \$65 million that Texas received. That money is available, and they are currently executing on that project.

Mr. RODRIGUEZ. Do you know what the project is supposed to do or demonstrate, or how they are going to work with Mexico?

Mr. ASHLEY. I don't have the specifics on the project, but I can definitely get those to you.

Mr. RODRIGUEZ. Any other projects?

Mr. ESSID. Yes, sir. We have been working with CBP, Customs and Border Patrol, on several projects. In addition to the Border Interoperability Demonstration Projects I talked about, we are also working with them on a High Level Consultative Commission on Telecommunications, the HLCC, between U.S. and Mexico and we also work with the Southwest Border Communications Working Group. Basically to strengthen interoperable communications.

[The information follows:]

IFR #1. Provide specifics on the \$9.11 million being spent on the southern border through the Regional Texas Mexico Border Interoperable Communications Program (from page 58 of the transcript):

Regional—Texas/Mexico Border Interoperable Communications (T/MBIC)

Federal Amount: \$9,117,464.

Non-Federal Match Amount: \$1,813,493.

Total Project Cost: \$10,930,957.

99% * Acquisition & Deployment.

<1% Training & Exercise.

<1% Planning & Coordination.

* Percentages include both Federal and non-Federal Match funds.

The Texas/Mexico Border Interoperable Communications (T/MBIC) Investment addresses communications gaps along the International Border with Mexico, such as aging infrastructure, disparate radio systems spanning numerous frequency bands, limited roaming capability, and radio interference from both sides of the border. The goal for this Investment is to build out the regional systems with dual-mode VHF and/or 800 MHz sites (concentrating on areas with limited or no radio coverage first), linking those systems using a P25 overlay, and transitioning public safety communications to this digital network of regional systems. This Investment will provide continuous roaming capability, interoperability and improved coverage in the 14 border counties.

We are going to be outfitting some CBP sites on the U.S. side with microwave shots to increase communications with the localities. On the Mexico side, they are doing the same thing, so we are trying to create interoperability.

Mr. RODRIGUEZ. We are really having a problem. Even our phones right on the Mexican border don't work. And now that we are going to this broadband thing, we are going to cut off Mexico completely. So they have always been able to view our televisions. They are not going to be able to even do that now. So we have got a real serious problem, and I would have assumed that this would have also prioritized some of the counties there and some of the local first responders there in some form or fashion. And I would ask that you kind of look at that in coming up with a program both on the Canadian border as well as on the southern border in terms of prioritizing some of those communities and those counties.

And San Antonio, have you all done anything with San Antonio?

PSIC PROGRAM

Mr. ASHLEY. Yes, sir. As part of PSIC as well, there is the San Antonio urban area of P-25, 700 megahertz. This is one of those ones where they are investing in that new 700 megahertz technology, the new spectrum I should say. It is a \$3 million project out of that \$60 million.

Mr. RODRIGUEZ. You know, the city, local taxpayers came up with about close to \$30 million on their own and built a center there. And where were you guys? I am serious. They got a system there; local taxpayers have had to come up with it and build a system there in San Antonio. And that has been all local effort. You know, we should be there in some form or fashion.

El Paso, you know, are they doing anything there?

Mr. ASHLEY. It didn't look like Texas—these are dollars that are allocated by the State of Texas, once they get to the State administrator, and it doesn't look like there is anything in the PSIC program that is dedicated to the El Paso area.

Mr. RODRIGUEZ. I know Mrs. Lowey is here. She is the chairman of the State and Foreign Operations Appropriations Subcommittee.

We really need some better communications with Mexico. I got hit with a tornado that killed lives on the other side and on this side. We got hit in the flood, both on the Ojinaga side, on the Presidio side, on my side, and we really need better communications.

Mr. PRICE. Thank you.

Mr. Calvert.

SATELLITE COMMUNICATIONS FOR RURAL AREAS

Mr. CALVERT. Thank you, Mr. Chairman.

Someone mentioned that 90 percent of the problem is coordination; 10 percent of it is technology. And I am from California. I guess we may have come up with a lot of technology that everybody's talking about. Of course, that technology changes about every 3 years, and that may be one of the problems.

Another part of the problem may be that I have talked to one of these folks that were looking for grants, and he told me, Ken, the juice isn't worth the squeeze from trying to get the money from the Feds and the complications that go into this.

And so, sometimes, as the gentleman from Texas indicated, we get involved in the earmark process because it is, quite frankly, faster to give money to the locals than anything else.

And I was listening to Mr. Rogers and the problems in Kentucky, and I remember there was a lack of satellite telephones. I think that that was an issue there, because no communications took place. The only people that could communicate were the people that had these phones. And so I am thinking, from the short term, because we have this, obviously, the more we get into this, the more complicated it becomes. And sometimes I wonder whether it needs to be that complicated.

But just saying that it is for a second, is there anything we can do in the short term for areas like Kentucky and throughout the United States and the rural areas to disperse, for instance, satellite telephones to the counties, the localities for at least with satellite communication? It may not work in New York City or areas that are subterranean. But it certainly would help in a large part of this country. Has there been any talk about that? And get it out quickly?

Mr. ASHLEY. Congressman, I am, from a grants perspective, not really prepared to speak to that. But we do have here with us from FEMA, from the Disaster Emergency Communications Part of the FEMA, that can speak to how FEMA does respond when communications, when we have an operability issue.

Mr. CALVERT. Well, the only reason, this happened a number of weeks ago in Kentucky, and you look at that as an example. If those folks at FEMA are going to do a study to determine how much of a problem it is, and 2 years from now, they decide they are going to put out satellite phones, in the meantime, the technology has changed completely. It seems to me that we are reacting slowly to the problem.

Coordination, getting back to the coordination issue. I have been in Congress now, this is my ninth term. It seems like every time I go back to my localities, they talk about interoperability issues or operability issues. And we still haven't got there. And I live in an urban area. Of course L.A. is the champion urban area, but we

are pretty urban out in Riverside County. We are spending hundreds of thousands of dollars on communication equipment, so I am going to ask, are you involved, as the Homeland Security people, involved when areas like Los Angeles or Riverside County or San Diego County in California put together these hugely expensive systems, do they invite you to the table?

Mr. ESSID. The answer is, sometimes they do. And when they do, we want to participate. That is one of the things we provide in our technical assistance offerings I talked about earlier. Sometimes when they are getting ready to build a system, they ask us to send some technical expertise to help them to better understand if they are buying a Cadillac when they only need a Chevy.

FEDERAL TECHNICAL ASSISTANCE

Mr. CALVERT. The reason I bring that up, I have received feedback from California's Emergency Management Agency, CAL EMA, that more technical assistance should be made available to the States for engineering and planning. CAL EMA's thought is that too often a little simple engineering job is needed that can be done much more quickly through the Federal level contracts without having to go through multiple months of bidding process at the State and local governments. Are there plans to focus more of your OEC's, more of their resources to address technical assistance and the need of the States and get involved early on in communicating with these folks? Because a lot of times they don't even know who to talk to, and these are urban areas.

Mr. ESSID. Well, yes, sir. One of the things we did when the Office of Emergency Communications was created, was we looked at how technical assistance was done previously. And it wasn't prioritized against statewide plans because there were no statewide plans to prioritize against. So now we have the States saying, these are our top five technical assistance requests. We have received technical assistance requests from 53 of the 56 States and territories throughout the Nation. We received a total of 233 individual requests.

INTEROPERABILITY BETWEEN EQUIPMENT

Mr. CALVERT. But what I, I just want to make a point, that I am hearing out there that that is not taking place.

And one last point. Equipment.

Just one quick question, Mr. Chairman.

There is a large contractor out there, I won't say who their name is, and other contractors. Do those contractors or can they work together to make sure that there is interoperability between equipment? Because I hear this problem with the police and fire back home that they have got to buy this particular brand of radio, for instance, or communications, or it is not going to work with somebody else.

That is my last question, Mr. Chairman.

Mr. BOYD. Let me answer that very quickly. There are a couple of things we are doing. One of the reasons for this, which was not developed by any of the well known companies, was that we are looking for a way to try to break two things. One is a proprietary lock on too much of this. And the second one was to make the point

that there is no logical reason why this kind of radio couldn't be available now because in fact it has been technologically feasible for years. In fact, the amateur radio community has had radios that could do this for probably 20 years now.

But it has tended to be more profitable to sell four single band radios at \$4,000 a piece than to sell one radio capable of doing all of those things for \$4,000. And so part of our strategy in putting this together was to build more competitors, and in fact, we are told that, in Las Vegas, at the International Wireless Communications Expo, another company is going to be announcing their ability to do this as well. That is exactly what we would like to see happen.

COMPLIANCE ASSESSMENT PROGRAM

The second thing that we have done is to create what we call the Compliance Assessment Program, because, unfortunately, lots of companies thought they were compliant as they read P-25 and designed their own tests. We have now created a system and going through all the testing. We expect to start the first set of tests by the end of this year, and these tests are intended to see whether P-25 systems can really connect to P-25 systems. And one of the things we ended up having to do, and I will use a different model than just radio, was in disaster management. We had lots of disaster management platforms out there that couldn't exchange information with each other.

Part of Virtual USA is intended to address some of that. But one of the things we did there was that I went to a meeting of all of the manufacturers, and said, here's the deal. If you guys will work together to develop a standard so that you can communicate, then I won't use my office to develop a competitive product that I will give to the communities free. That caused them immediately to figure out how to make things work. So, they can now exchange data. It is a little tougher with this radio, but I think that is exactly the same kind of pressure we are going to have to apply.

Mr. PRICE. Mr. Farr.

Mr. FARR. Thank you.

Mr. Boyd, in your responsibility, you can look at the whole country and decide or know where the underserved areas are, usually in the rural areas.

Mr. BOYD. As a rule——

Mr. FARR. Yes or no.

Mr. BOYD. I think that is entirely true.

BROADBAND FOR RURAL AREAS

Mr. FARR. Okay, because the next question is that Congress has just appropriated \$7.2 billion for broadband for rural areas. Are you coordinating with the U.S. Department of Agriculture and the national, Commerce's National Telecommunications, and have you been invited to any of those meetings?

Mr. BOYD. Not that I am aware of. We are aware of this program——

Mr. FARR. Is putting all that infrastructure going to help communications in the rural areas, underserved areas?

Mr. BOYD. Well, it certainly should.

FEDERAL INTEROPERABILITY

Mr. FARR. And it certainly should have a benefit to you and to getting more communications in the underserved areas, is it not?

Mr. Chairman, it seems to me that our committee has got to figure out how to link this broadband expenditure of \$7.2 billion with DHS. There has got to be some involvement.

Let me shift a minute.

The chairman mentioned in his opening statement about the Big Sur fires. I live in that area, and I was, the first job I had was working for the Forest Service as a firefighter. The Big Sur has burned down in 1978, 1987, 1995, 1997, 2001 and 2008. And it is, the big problem in every one of those fires, is communication. And yet, nothing has been done about it.

And last summer's fire we spent, the Federal Government, \$150 million on that fire, putting it out. And you had everybody there. You had BLM. You had different Indian Nations. You had the Forest Service, Reclamation District, FEMA, OES, State Cal Fire, State prisons, county fires, city fires, rural fires. We even had to have the National Marine Sanctuary show up with their boat because the only way you could communicate was to put a communication systems offshore. It has always happened that way.

This is a Federal fire in a Federal forest. And at one time when we asked for help, they told us that three-quarters of all the Federal capability in the United States was placed in California. And still we couldn't talk to each other.

What the hell are we doing about it?

I heard all your statements when you all got up here about how great everything is, but even in our own Federal community, we are not even operable, not interoperable, not operable. Why aren't areas like that, with lessons learned, year after year, dealt with?

Mr. BOYD. I wish I had a really good answer for that. The one answer I will make is this one: As difficult as it is to deal with all the agencies to achieve interoperability, the Federal level is far and away the most difficult.

Mr. FARR. Right. The Federal level are the first responders. They have all these, even had the Navy show up. In fact, the Naval Postgraduate School had some intel capabilities they could use with satellites, and they wouldn't release, the military wouldn't release them to help in a civilian operation. It was ridiculous.

RESPONSIBILITY FOR UNDERSERVED AREAS

But my question is, does that have to come from a State? This is an underserved area. There is no operability. There is only a phone line in part of it. The rest of it has no phone lines, no electricity lines, nothing. You can't communicate because there are no cell towers. There is no line of sight, because of the mountains and the ocean. And most of it is in Federal ownership. Is it the responsibility of the State to come up with a plan for that land? Or is that because it is Federal ownership, we can move in our own Federal family to just put in operations capabilities?

Mr. BOYD. Yes. I would have to defer that to the Department of Interior and Agriculture, because I, frankly, don't know what the rules are.

Mr. FARR. Well, I mean, isn't that what we are supposed to do? I mean, who is in charge? That is the question. Who has to initiate that? Your titles all say that this is what you do. Grant programs, administrator of grant programs, you are the director of Command and Control and Interoperable Division, Department of Homeland Security.

Mr. BOYD. Okay. But I am not in charge of Command and Control. I am in charge of identifying and developing technologies to make things easier for those who run the Command and Control systems.

Mr. FARR. But where there is an underserved area and there has been proven emergencies that no one can respond to, whose job is it to pick up the pieces and try to fix it? There is just a lot of finger pointing going on. And I think that is what you have heard from all panel members, whether it has been Kentucky or whether it has been the border or now out in Big Sur California.

Mr. ESSID. Sir, if I may. Mr. Chairman?

Mr. PRICE. Please. That is a very good question.

EMERGENCY COMMUNICATIONS PREPAREDNESS CENTER

Mr. ESSID. One of the things our office was formed to do was stand up something called the ECPC, the Emergency Communications Preparedness Center. Now the title is a little misleading.

Mr. FARR. You guys love your acronyms. But who the hell is on the job?

Mr. ESSID. This preparedness center is not like a preparedness center where someone is monitoring 24/7. Instead it is supposed to increase the coordination among of all those Federal entities you just talked about. One of the things we heard from the States is they see the Federal Government—

RESPONSIBILITY FOR ENSURING FEDERAL INTEROPERABILITY

Mr. FARR. But you are not doing it. Here is what you did. You have gotten radios out there for the rural fire departments. They can't talk to each other. There are mountains in the way. You have got to park a boat offshore. You can't do. The satellites don't work. The canyons are too big. And this always happens. We have accidents on the highway all the time. We have people that get lost in the mountains. It is just, it is a difficult place, and everybody knows it.

But the Feds are the, you know, the 800-pound gorilla in the room and nowhere to be found when it comes to helping with the solution. You can just point to problems; well, you know, maybe it is the Forest Service ought to do something about it.

Mr. BOYD. The first time I testified before any committee in Congress on interoperability, I think 6 years ago, at the risk of sticking my neck out here, I took the Homeland Security Act, and I went through every other page and pointed out that the responsibility for interoperability users in a different agency, in a different organization, in a different department for interoperability. I don't believe that has really changed yet.

Mr. PRICE. Well, the establishment of Mr. Essid's office, what was it 2 years ago?

Mr. ESSID. Yes, sir.

Mr. PRICE. Was designed to get at this problem of coordination and control. I think Mr. Farr is posing a very good question. His time is up, however.

Mr. FARR. Well, even in the UASI, Monterrey County has been applying for those grants and never gotten one.

Mr. PRICE. Ms. Lowey.

STREAMLINING DHS COMPONENTS

Mrs. LOWEY. Well, before I get to my question, which is directly following up on Sam Farr's point, I want to make two comments. First, I want to thank our witnesses for their work. Much remains to be done, but DHS has made progress advancing communications in recent years.

Second, I think it is important that this committee keep in mind the enormous expense of communications networks. New York, for example, recently cancelled a \$2 billion contract to build a state-wide network. The State will recoup its money, but I would like to reiterate that even with a \$2 billion investment, the test system was inadequate. And in difficult economic times, many State and local governments simply can't afford to bear the cost on their own.

So I want to thank the chairman and applaud Chairman Price's actions to fund the grant program the last 2 years when the previous administration didn't propose any funding. And now more than ever, the subcommittee should strongly consider increasing funding for the program.

So, that out of the way, I want to reference and follow up with Sam Farr. Most of us would agree that advancing local emergency communications capabilities is one of DHS's core missions. However, Mr. Chairman, the Office of Emergency Communication doesn't even appear on this 25-page organization chart. I have the chart right here if anyone wants to see it. It is lumped with the Office of Cybersecurity and Communications, which is a component of the National Protections and Programs Directorate. So cybersecurity has become more prominent in the last year, and with it now being front page news, I am concerned that OEC's placement, if you can even find it, may not maximize its ability to assist first responders. That is why I plan to offer legislation to give OEC greater prominence.

Mr. ESSID, has the new administration discussed moving the Office of Emergency Communications out of the cybersecurity office? Because, as is evident from the testimony, there are a variety of DHS offices tackling interoperability. I think there is an argument that can be made for streamlining the Department's efforts. And for instance, why require local governments to work with OEC on strategic planning but then with FEMA Disaster Emergency Communications Office on tactical and operational efforts?

Therefore, after reviewing this and trying to spend some time figuring it out, knowing the significant number of DHS components tackling interoperability, to be more efficient, would each of you support streamlining the various components into one prominent office?

Mr. ESSID. Well, thank you for the question, ma'am. In recent testimony, Secretary Napolitano did say that DHS is going to focus on the role of the Office of Emergency Communication, and that

interoperability is a key issue in DHS's relationship with States and locals. And she said that we are going to take a fresh look at what is meant by interoperability. It was mentioned earlier that it is one of the most overused terms in existence today. Also she said to take a fresh look at what technologies we can use and whether we can functionally interoperate more quickly in the case of significant events.

What OEC has done since we have been created is we have to try to partner with everybody. We know our mission is to be the central point for this issue, so we coordinate with Dr. Boyd's office. We coordinate with FEMA, including disaster emergency communications, and we have been working with the members of the Emergency Communications Preparedness Center. And with other Federal partners, to try to build relationships. So we are doing the best we can with what we have right now.

Mrs. LOWEY. But would you recommend to Janet Napolitano that you streamline the various components into one prominent office? In 25 pages, it is not even mentioned here.

Mr. ESSID. Well, ma'am, I think the Secretary is looking at that right now herself, based upon her remarks at anything that can be done to increase the coordination with our partners. In the end, I think, States and locals look at us, and they say, you either failed as a group or you succeeded as a group in helping us. They don't care what the acronyms of the office are so long as we increase our partnerships.

Mrs. LOWEY. Dr. Boyd.

Mr. BOYD. I think anything, anything that is going to strengthen that kind of direction and that kind of coordination is a good thing. It is going to be up to the Department to decide where to go. It is generally the case that when you have a single point of responsibility, that you have greater transparency and greater accountability. But it is not my call how this is going to be structured by the Department.

Mrs. LOWEY. I am going to introduce legislation and hopefully with the chairman on this. But do you have anything to say about that, Mr. Ashley?

Mr. ASHLEY. Yes, ma'am. I think all of us at the table would see that, as a recommendation in each of our roles, that would be something that we would advise the Secretary on in a positive way.

But let me add something real quick, and I don't mean that from the standpoint to diminish the role that these two gentlemen at the table have done over the last 2 years. When I first showed up a little over a year ago, I think I hold the record for the amount of time of anybody serving in this position. There wasn't a consistent definition for interoperability across the 19 preparedness grant programs. In all of the different programs, somebody mentioned it earlier, that if you asked one person in DHS, they would say something different about interoperability. In every one of these programs, because of the work of these two gentlemen, in SAFECOM and OEC, has made our lives easier in the grants world and having a consistent definition and allowable use of funds and planning and statewide communications interoperability planning across all the programs which are available for interoperable communications. So we would support anything to strengthen that further.

But I don't want to diminish from the work that these two gentlemen have done.

Mrs. LOWEY. I am not diminishing. I am applauding.

In fact, Mr. Chairman, I know my time is up, but if I am not mistaken, Mr. Essid has made considerable progress staffing your office from four employees to 27, and there are nearly 50 percent of the authorized positions remain vacant. So it might be interesting to follow up at some other points since my time is up. Do you have the help you need to reach out and get the job done?

And I am hoping, Mr. Chairman, we can do something again with this chart. Thank you very much.

Mr. PRICE. Thank you.

Ms. Roybal-Allard.

SEPARATE NETWORKS ON THE BROADBAND SPECTRUM

Ms. ROYBAL-ALLARD. Mr. Essid, I would like to go back to the issue of the D Block section of the spectrum and FCC's inability to sell it. It has been brought to my attention that cities and States are lobbying Congress to break out portions of the broadband spectrum designated for emergency communications and allow them to build their own separate networks. And first responders in the Los Angeles area have expressed a great deal of concern that if that were allowed to happen, we would end up where we were several years ago, with disparate communications systems built by different vendors that could not be linked together.

Could you tell me if you are considering these requests? Or will you continue to be committed to pursue the implementation of a single interoperable broadband system across the country?

Mr. ESSID. Well, we have been hearing from a lot of the same stakeholders as you about their concerns. It shouldn't surprise anyone on the subcommittee that the urban areas are ready to jump on this type of technology today, but a lot of rural areas aren't. The first responders have told us they don't really care if there is a national or a regional roll out of such technology, as long as the technology is compatible up front. The reason we have to do a lot of work today with coordination and trying to solve problems after the fact is because everybody went out and bought whatever they wanted. Years ago, they didn't coordinate with their neighbors, other States, other localities. We have to do a better job with this technology, or we will be forced to do the same things—trying to go back after the fact, saying oh you bought this system and it has this standard; you got this system and it has another standard. We will have to do a bunch of things to bridge them.

That is one area our office is working on, and I know Dr. Boyd's office is working as well on those up front coordination aspects. We support that the first responder community needs, this say, wireless broadband capability. But it has to be in a standardized manner that is coordinated. It can't just be, everyone buy whatever you want, because then we end up in the same place as the land-mobile radio world, where Dr. Boyd and his shop have been working for years to develop that little gizmo to bridge these different frequency bands. If we coordinate up front, whether on a regional or a national picture, it is going to be much better than on the back end.

Ms. ROYBAL-ALLARD. So that would be the only condition then, that you would consider cities and States being able to get this broadband?

Mr. BOYD. I think it is important to understand that we don't control in DHS whether or not they can build these systems. If the Federal Communications Commission licenses them, then that is out of our hands. So the question there is whether the FCC is going to allow those things to happen. Right now, they won't on the D Block because the D Block is set aside for this purpose. And so what the urban areas really are arguing is not that we in DHS let them do it, because for the most part, they would be able to execute if they chose to do so. What they are arguing is that they want the FCC to allow them to do that.

If the FCC allows them to do that, then, in fact, you may create some of the very complications that you talked about. If the FCC does not allow them to do that, then inevitably we will also slow some of the broadband implementation in each of those areas. So there is a bit of a conundrum here about how this gets applied. And at the end of the day, it is really going to have to be up to the FCC and whether or not they can sell the D Block and get a system built.

GRANT ADMINISTRATION BY A SINGLE AGENCY

Ms. ROYBAL-ALLARD. Mr. Ashley, you have heard the displeasure that this committee has with regards to the grant process. Last week it was the Transit Security Grants Program and today the interoperability grants. And there seems to be some common denominators here. First of all, the grants are administered by two agencies, FEMA and TSA, with the transit grants and the National Communications and Information Administration For Interoperability grants with FEMA.

So one question is, would the administration of these grants be improved if a single agency was in charge of the entire application process, rather than two?

And then, secondly, another common denominator is that you go through the States, and you mentioned last week that you took the States out on the transit grants.

Mr. ASHLEY. The Congress did.

Ms. ROYBAL-ALLARD. Okay. And it is working a lot better. And would you consider doing that with the Interoperable Emergency Communication Grants?

Mr. ASHLEY. Thank you.

I am glad you asked that question. On the two-agency thing, let's be clear that FEMA is responsible for issuing the grants. Okay? But FEMA is not a subject matter expert in all grants programs. For transit, we use TSA; for emergency communications, we have both our Disaster Emergency Communications Group within FEMA as well as Dr. Boyd and Chris Essid's shops.

As far as the, would it speed things up if there were one agency, I think we always need to have subject matter expertise involved in the development of the grant program, both at the Federal level as well as at the stakeholder level. So I think that process is a valuable process. When we talk more, week after next, about transit grants, we will talk about the process that goes on there and how

that could definitely be improved through potentially reworking how the program is administered.

Okay. With the PSIC grants, we are constrained by law on the administration of that with NTIA. So NTIA does have to approve all of the investment justifications. The Department of Homeland Security does not have the ability to approve which ones can or cannot get funded.

Now, that being said, that is ancient history now. They are all approved now. So that was a process that took 2 years to do. It is done. It is over. All the funding is now available. So PSIC is also not one of those recurring annual grant programs. We don't have that issue with the Interoperable Emergency Communication Grant Program. FEMA is the sole executing agent on that program. And you can see, from when funding has been made available, it happens very rapidly.

Chris's shop and Disaster Emergency Communications provide the subject matter expertise, and then Dr. Boyd's shop from the standards, making sure that it is consistent. But they do not by any means hold up the process.

STATE DRAWDOWN OF GRANT FUNDS

Ms. ROYBAL-ALLARD. Okay. What about the State issue?

Mr. ASHLEY. Oh, the State issue? I will tell you and we will talk more about this week after next, any time you have subgrantees, there are delays in drawdowns in funds. Okay?

If you look at the assistance to firefighter grant program that has been around since 2001 and you look at drawdown rates in that program, you do not see drawdown rate problems. Okay? Cash problems, if you will. But what you lose is coordination at the State level and regional coordination across multiple grants programs. There is a tradeoff to be made there, immediacy of funds, potentially not being used for the most optimal plans, or coordination across multiple programs with another layer, be it the State, that coordinates these programs, but then drawdown doesn't happen as fast. So there is a tradeoff to be made there.

EXPEDITING THE GRANTS PROCESS

Mr. PRICE. We have limited time. But I want to have a quick final round of questions because I think there are a number of issues that have been raised here that we can profitably follow up on. And so, with your indulgence, we will ask our panelists to be very brief in their responses, and we will promise to be brief in our questions.

I want to pick up on Ms. Roybal-Allard's line of questioning because we are concerned, of course, about the drawdown rate and the extent to which these moneys are being spent. Based on the latest estimates from the Department, 93 percent of the fiscal year 2007 PSIC grants remain unspent, as has been said several times today. And the Special Emergency Communications Grant Program, which we established through our appropriations bill, 2008 and 2009, the 2008 funding is still, I think, only 1 percent drawdown. So we clearly do have some significant delays here in getting these funds applied on the ground. And we have had various discussions today about the reasons for that.

Mr. Ashley, I gather you are suggesting that the work of your fellow panelists here this morning, the work of these offices in DHS, has expedited rather than held up this grant process. In other words, and that makes a lot of sense, of course that is one thing we have been aiming for is to have State plans, to have good technical assistance available, to have various mechanisms in place so that the applications that come in from various jurisdictions are ready for implementation, are plausible applications that can more readily be funded, and that is part of what these offices are doing is trying to shape up our process in that respect.

So one would assume there is a whole lot less second guessing that you need to do and a whole lot less sending proposals back for review and for refinement because of the work of these offices. Is it working that way? I suppose that is one very important question. And is it your impression that the kind of technical assistance that the State and local agencies need, that they are getting, that these applications are coming to you in good form; in other words, not just good legal form, but are sound proposals in that they will do the job and also will be compatible then with the kind of direction in which we want to develop the system? So that is one question.

The other is, your testimony's mention of environmental reviews as a major aspect in these delays. Now, I suppose that mainly involves questions like tower location, which are of course sensitive local issues sometimes. But there, too, one would think, when proposals come to you, a certain amount of local review and local clearance has taken place, so that these are, these locations have been decided upon with due diligence. So how big really is that problem? And do you have the kind of resources you need to do these environmental reviews in an expeditious fashion?

ENVIRONMENTAL REVIEWS

Mr. ASHLEY. On the first one, for the environmental reviews for the PSIC stuff for the interoperable communications, one, it is not as big of an issue as it is in transit grants, but it is an issue. The towers are pretty straightforward. We are working with, actually the Department of Commerce is coordinating this, but putting together a blanket EHP statement. It is out, published on the Federal Register Notice right now, as we speak, which will allow projects to move rapidly through there that are contingent upon EHP review. But a large part of the PSIC grants is to buy stuff, and that stuff, if you will, radios and others, are out there for bid, or out there available to be drawn down.

And again, I want to caution people on looking at cash in the United States Treasury as not indicative of what is being accomplished in the community. I think each and every one of you, if you would call your jurisdictions, your States, they would tell you that they are executing on grant funds. Yes. Will they tell you that it took a long time to get to where they are today? Yes, but they are executing on them as we speak. They have had the PSIC funds available now for over a year to draw down on. So it is not for lack of funding.

PSIC GRANTS

Now, with the plans, what has happened, when we look at the 2009 Interoperable Emergency Communication Grant Program, this funding will be made available at the earliest it has ever been before, largely due to an on-time appropriations bill as well as due to the efforts of these gentlemen.

You are absolutely right, Chairman, when you say there are statewide plans now. When I look at a grant or when our peer reviewers look at grant applications for interoperable coms or for the State Homeland Security Grant Program, all they have to do is insure that it goes against the DHS approved plan, and that funding is deemed valid.

Mr. PRICE. And that presumably would expedite your approval process.

Mr. ASHLEY. And it has expedited it greatly, sir. For the last year, actually 2 years, we have executed the grants out on time per the statute that comes from this committee.

Mr. PRICE. Actually, that is not evident from the figures we have. So I would appreciate your figuring out how to document that. Maybe by comparing turnaround times before and after or some way of putting a little more precision in that claim.

Mr. ASHLEY. What we could do is compare the amount of time from the PSIC, from the original, the Public Safety Interoperability Communications Grant Program and the amount of time it has taken since that program, both with Chris's office being in place with the Interoperable Emergency Communications Grant Program, and how quickly those funds were made available to the States.

[The information follows:]

IFR #2. Compare the amount of time from the PSIC, from the original, the Public Safety Interoperability Communications Grant Program and the amount of time it has taken since that program, both with Chris's office being in place with the Interoperable Emergency Communication Grant Program, and how quickly those funds were made available to the States (from page 86 in the transcript):

The PSIC Grant Guidance and Application Kit was released by the Department of Commerce National Telecommunications and Information Administration (NTIA) and the Department of Homeland Security Federal Emergency Management Agency (FEMA) Grant Programs Directorate on July 18, 2007 and then was revised on August 16, 2007, pursuant to the Section 2201 of Public Law No. 110-53, the Implementing Recommendations of the 9/11 Commission Act of 2007. PSIC funds were then awarded to States and Territories on September 30, 2007, to meet the award date stipulated in the Call Home Act of 2006. The Grantees were given until December 3, 2007, to provide DHS/FEMA and DHS/OEC, with PSIC detailed Investment Justifications (IJ) and the Statewide Communication Interoperability Plans (SCIP), respectively. On the award date, States and Territories could immediately access up to 5% of their overall award amount for SCIP development, specifically to incorporate PSIC criteria, and up to 3% of their total award for Management and Administration activities. The remainder of the awards was held pending a programmatic and peer review of the SCIPS and Investment Justifications.

Beginning in December 2007, a joint SCIP and PSIC IJ peer review process was conducted with over 100 Federal, State, and local subject matter experts (e.g., interoperable communications, grants management, public safety communications). These subject matter experts reviewed both a State or Territory's SCIP and its IJ to ensure that PSIC funding addressed gaps that had been identified in its SCIP. After this individual review, the reviewers met for a week in February 2008 in panels to make final recommendations on the IJs to NTIA, and the SCIPs to OEC. Using the recommendations from the peer review panels, NTIA, administratively supported by DHS/FEMA, and OEC developed detailed feedback for the Grantees and made recommendations to their leadership for the release of PSIC funds and the approval of the SCIPs.

The first batch of PSIC IJs was approved for funding to be released on April 4, 2008. At that time, 17 States were provided full or partial access to their PSIC funds and were authorized to begin to implement their projects. The NTIA and DHS/FEMA program staff continued to approve IJs on a rolling basis through February 17, 2009 when the final IJ was approved and all States and Territories had full access to their awarded funds. During that time, the program staff worked closely with the Grantees, providing them with technical assistance and guidance to enable them to revise their proposed IJs and move them to approval.

The IECGP process was more streamlined for many reasons, as there was only \$50 million allocated to the program, SCIPs were already approved by OEC, there were more

restrictive allowable cost areas, and there was no peer review process. The Fiscal Year 2008 IECGP Grant Guidance and Application Kit was released by DHS/FEMA on June 20, 2008. This grant guidance was developed in consultation with subject matter experts from OEC. Grantees submitted applications (standard forms, IJs) on July 21, 2008, and 15 federal reviewers reviewed and provided recommendations to DHS/FEMA and OEC in August 2008. IECGP funds were announced on September 11, 2008, and funds were awarded on September 24, 2008. DHS/FEMA and OEC approved 54 Grantee IJs by the award date; two Grantees had to resubmit IJs with more detailed project information. All IJs were approved by March 2009.

The following attached documents explain the differences between PSIC and IECGP, in terms of awards, timelines, and release of funds: “Public Safety Interoperable Communications (PSIC) Grant Program Timeline” and “FY 2008 and 2009 Interoperable Emergency Communications Grant Program.”

The funding for all of the Investments identified in the attachment “Public Safety Interoperable Communications (PSIC) Grant Program Mexican Border Projects” have been released to the States and the States are in the process of implementing their projects now. The States are required to complete their projects and drawdown all funding by the end of the grant period of September 30, 2010.

Public Safety Interoperable Communications (PSIC) Grant Program Timeline

Step	Date	Description
1. SCIP required in FY 2006 HSGP Guidance	December 2, 2005	Homeland Security Grant Program (HSGP) includes requirement for each State and Territory to develop a Statewide Communication Interoperability Plan (SCIP), per input from SAFECOM
2. Deficit Reduction Act of 2005 enacted	February 8, 2006	- Designates 24 megahertz (MHz) of spectrum in the 700 MHz band for public safety as part of the Digital Television (DTV) Transition - Creates \$1B grant program (from future spectrum auction) to support state, tribal, and local public safety interoperability in and with the 700 MHz band - Department of Commerce (Commerce) responsible for PSIC in coordination with Department of Homeland Security (DHS); DHS to serve as the administrative agency for the grant program - Spectrum to be available by February 2009 \$1B available in Fiscal Year (FY) 2007 \$1B funds to be expended by end of 2010 - Specific legislative reference: P.Law 109-171, Title III, Section 3006
3. Call Home Act enacted	December 22, 2006	- Refines the timeline for distributing \$1B grant program created by the Deficit Reduction Act - Moves the time frame for distributing the \$1B grants up to September 2007, "subject to the receipt of qualified applications as determined by the Assistant Secretary [of Commerce]" - Basis for reinforcing National Telecommunications and Information Administration (NTIA) approval authority of grants, and why the awards were made by this date, but special conditions were placed on them until subsequent, detailed Investment Justifications (IJ) were reviewed and approved - Specific legislative reference: P.Law 109-459 Section 4
4. DHS and NTIA sign MOU	February 16, 2007	DHS (Corey Gruber, Acting Assistant Secretary, Office of Grants and Training [G&T]) signs Memorandum of Understanding (MOU) with Commerce (John Kneuer, Assistant Secretary for Communications and Information)
5. SCIP requirements released by newly established OEC	March 21, 2007	- Office of Emergency Communications (OEC) – after absorbing SAFECOM responsibilities for public safety communications governance, training, and policy – co-hosts a SCIP Roll Out Conference with the National Governors Association (NGA) - Criteria to be addressed in each SCIP is presented to representatives from all States for the first time
6. FEMA PSIC Stakeholder Meeting	May 17, 2007	DHS hosts a State and local public safety and grant agency focus group meeting to collect inputs for PSIC grant guidance

Step	Date	Description
7. NTIA PSIC Stakeholder meeting	June 4, 2007	NTIA hosts a public meeting to solicit inputs to grant guidance from industry and state and local public safety agencies
8. PSIC Grant Guidance and Application Kit Released	July 18, 2007	- FEMA (now having absorbed G&T and therefore the PSIC responsibilities) works with NTIA from February through July to develop PSIC objectives and program requirements - In coordination with NTIA and OEC, a policy decision is made to link PSIC investments to approved statewide strategies (SCIPs) to ensure funding was used to fill gaps and/or strategic initiatives that received consensus buy in across each State and Territory - FEMA, NTIA, the Office of Management and Budget (OMB), and the Homeland Security Council (HSC) met often from April through July to discuss the allocation methodology; DHS and HSC pushed for a risk formula allocation, while NTIA argued that the existing risk formula was too terrorism focused and not enough on all hazards; the result was a modified formula (90/10 split between vulnerability and consequence/threat rather than 80/20) - To make award deadline of September 30, 2007, States had to apply with initial standard forms (SF 424) and brief narrative by August 22, 2007 - Detailed Us and SCIPs due November 1, 2007 - Two weeks after PSIC Guidance was originally released, this law changed program requirements, requiring changes to the guidance and allocations
9. Implementing Recommendations of the 9/11 Commission Act of 2007 enacted	August 3, 2007	
10. PSIC Grant Guidance Re-Released	August 16, 2007	9/11 Act required changes to PSIC guidance to include these stipulations: - Planning and Coordination became allowable costs - Requirement to use the funds for interoperability with 700 MHz removed; broadened to include all forms of interoperable communications - New requirement added for each State/Territory to develop a Strategic Technology Reserve (STR), further requiring a presumptive funding amount to be applied to the STR within each State/Territory's allocation - Because of STR, all allocations need to be recalculated - Standard forms (with limited information) submitted to allow awards to be made
11. PSIC initial applications received	August 22, 2007	
12. NTIA Transfers Grant Funds to FEMA	September 10, 2007	NTIA transfers \$48,419,250 to FEMA to be awarded as PSIC grants

Step	Date	Description
13. PSIC Awards made	September 30, 2007	- FEMA awards each State and Territory its PSIC funding per NTIA authorization - States/Territories can immediately access up to 5% of their overall award amount for SCIP development backdated as of April 1, 2007 (to correspond to the March 2007 release of SCIP criteria at the OEC-NGA conference) - States/Territories could also immediately access Management and Administration (M&A) funding, which included up to 3% of their total award - Special conditions placed on remaining funds, holding them back until SCIPs and investments included in the IIs are submitted, reviewed, and approved - SCIPs submitted to OEC - PSIC IIs submitted to FEMA
14. SCIPs and IIs submitted	December 3, 2007	
15. SCIP and IJ Review Period	December 2007 – February 2008	100 Federal, State, and local reviews receive IIs and SCIPs to review and independently score - Note, reviewers were trained during December on how to score the materials, they had January to review them, each taking a significant amount of time (SCIPs averaged XX pages and IIs included 10 Investments all of which had detailed budgets and narratives) 100 Peer reviewers meet in St. Louis, MO to discuss PSIC IIs and SCIPs - Reviewers meet in panels to arrive at consensus recommendations for FEMA, NTIA, and OEC to consider in making PSIC awards (NTIA and FEMA) and approving SCIPs (OEC) - NTIA, in coordination with FEMA, does final review to determine which States/Territories Investments can have their special conditions removed - NTIA decides to approve the release of funds investment by investment (rather than as complete IIs) - For the 56 States and Territories, there are a total of 292 investments - All SCIPs are announced as approved - Feedback forms for all 56 States/Territories released IIs - As noted in the "stop light" chart below, the first round of "Green" investments have their special conditions released and are able to start drawing down those investment's funds
16. Joint SCIP and PSIC IJ Peer Review	February 11-15, 2008	
17. Programmatic Review	March 2008	
18. SCIPs Approved and PSIC IJ Feedback Released	April 4, 2008	
19. Ongoing Review and Release of PSIC funds and NEPA Compliance Process Developed	April 2008 – February 2009	- For investments not approved for release of funds, rolling reviews begin in which the grantees provide additional information for NTIA review - Each month additional investments are "cleared" and funding is released to be drawn down - The most significant challenge the grantees have relates to the State's retention of local (pass through) funds - NTIA requires that MOUs be provided for review to show that 75% of all locals in the State agree the funds are being withheld by the State on their behalf

Step	Date	Description
		- Some States achieve this easily, others struggle to get local buy in to their with holding of funds - During this period, FEMA and NTIA begin to develop the National Environmental Policy Act (NEPA) compliance process - FEMA Office of Environmental and Historic Preservation and NTIA debate which office will run NEPA compliance for PSIC; eventual agreement is that NTIA will handle NEPA - NTIA works to develop Programmatic Environmental Assessment (PEA) document to categorize all the project types contained within PSIC funding; the PEA provides recommendations as to which projects have been declared to have a Finding of No Significant Impact (FONSI) - After 11 rounds of re-reviews, the final investments (Wisconsin's) are approved and funding is released
20. Last set of PSIC Investments approved	February 17, 2009	
21. PSIC PEA on Federal Register	February 19, 2009	- PEA published to Federal Register for 30 day public comment period - Once approved, NTIA expects that a large percentage of PSIC acquisition and deployment projects that have been waiting to spend their money until they receive their NEPA determination will be approved to move forward with a FONSI
22. NTIA Transfers Grant Funds to FEMA	February 24, 2009	NTIA transfers \$450M to FEMA for grants, raising the total amount of grant funding transferred to FEMA to \$498,419,250

PSIC Aggregate Grant Statistics									
Government Fiscal Quarter	3Q07	4Q07	1Q08	2Q08	3Q08	4Q08	1Q09	2Q09 (through February 2009)	
Statewide Planning Released (5% of awards)									
Quarterly PSIC Fund Release	\$48,419,250.00	\$0.00	\$29,051,550.00	\$0.00	\$697,525,040	\$132,776,314	\$38,849,381	\$21,763,466	
Aggregate PSIC Fund Release	\$48,419,250.00	\$48,419,250.00	\$77,470,800.00	\$77,470,800.00	\$774,995,839.72	\$907,772,153.32	\$946,621,534.28	\$968,385,000.00	
Number of State and Territory Investment Justifications Approved	N/A	N/A	N/A	N/A	41*	10**	3	2	
Aggregate PSIC Draw Down Percentage Draw Down to Funds Released	0%	0%	0%	0.2%	0.2%	0.4%	2.9%	6.8%	

* Includes two States (ME and MO) which were partially approved
 **Remaining partial funds approved and released for ME and MO, not included in number

**Public Safety Interoperable Communications Grant Program Timeline
Investment Justification Approval Status**

NTIA/GPD Approval Date	State/Territory	Investments Approved	Full IJ Approved
First Round of Approvals (Approved as of April 4, 2008)	Alabama	5 of 5	✓
	Arizona	3 of 3	✓
	Arkansas	4 of 5	
	California	7 of 8	
	Colorado	7 of 8	
	Georgia	5 of 5	✓
	Hawaii	6 of 6	✓
	Illinois	3 of 3	✓
	Kansas	4 of 4	✓
	Massachusetts	10 of 10	✓
	Michigan	6 of 6	✓
	Missouri	3 of 6	
	Montana	3 of 3	✓
	Nevada	5 of 6	
	New York	4 of 9	
	Ohio	10 of 10	✓
	Rhode Island	5 of 5	✓
	Texas	10 of 10	✓
	Virginia	7 of 7	✓
	Washington	6 of 6	✓
Second Round of Approvals (Approved as of April 18, 2008)	District of Columbia	2 of 4	
	New Jersey	5 of 7	
	South Carolina	9 of 9	✓
	Tennessee	4 of 6	
Third Round of Approvals (Approved as of May 22, 2008)	Arkansas (Other Part)	5 of 5	✓
	California (Other Part)	8 of 8	✓
	District of Columbia (Other Part)	4 of 4	✓
	Guam	5 of 5	✓
	Idaho	10 of 10	✓
	Minnesota	9 of 9	✓
	New Jersey (Other Part)	7 of 7	✓
	South Dakota	2 of 2	✓
	Tennessee (Other Part)	6 of 6	✓
	U.S. Virgin Islands	4 of 4	✓
	Utah	8 of 8	✓
	Vermont	1 of 1	✓
Fourth Round of Approvals (Approved as of June 25, 2008)	Alaska	5 of 5	✓
	Colorado (Other Part)	8 of 8	✓
	Delaware	2 of 2	✓
	Florida	9 of 9	✓
	Maine	4 of 5	
	Maryland	4 of 4	✓
	Nebraska	8 of 8	✓
	Nevada (Other Part)	6 of 6	✓
	New York (Other Part)	9 of 9	✓
	North Dakota	4 of 4	✓
	Northern Mariana Islands	1 of 1	✓
	Oregon	5 of 5	✓
	Wyoming	6 of 6	✓

NTIA/GPD Approval Date	State/Territory	Investments Approved	Full IJ Approved
Fifth Round of Approvals (Approved as of July 24, 2008)	Louisiana	3 of 3	✓
	Mississippi	2 of 2	✓
	North Carolina	4 of 4	✓
	Pennsylvania	10 of 10	✓
Sixth Round of Approvals (Approved as of July 25, 2008)	New Hampshire	5 of 5	✓
	Oklahoma	2 of 2	✓
	Puerto Rico	3 of 3	✓
Seventh Round of Approvals (Approved as of September 2, 2008)	American Samoa	3 of 3	✓
	Kentucky	3 of 3	✓
	Maine (Other Part)	5 of 5	✓
	Missouri (Other Part)	6 of 6	✓
	West Virginia	6 of 6	✓
Eighth Round of Approvals (Approved as of October 15, 2008)	Indiana	3 of 3	✓
Ninth Round of Approvals (Approved as of December 29, 2008)	Connecticut	3 of 3	✓
	Iowa	10 of 10	✓
Tenth Round of Approvals (Approved as of January 15, 2009)	New Mexico	2 of 2	✓
Eleventh Round of Approvals (Approved as of February 17, 2009)	Wisconsin	2 of 2	✓

FY 2008 and 2009 Interoperable Emergency Communications Grant Program

FY 2008 IECGP		
Step	Date	Description
1. Fiscal Year (FY) 2008 DHS Appropriations signed into law on December 26, 2007.	December 26, 2007	The Implementing Recommendations of the 9/11 Commission Act of 2007 created the Interoperable Emergency Communications Grant Program (IECGP) as a joint initiative between the DHS FEMA GPD and OEC. FY 2008 DHS Appropriations was signed into law on December 26, 2007, which allocated \$50 million for FY 2008 IECGP.
2. The FY 2008 IECGP Grant Guidance and Application Kit was released on June 20, 2008.	June 20, 2008	DHS FEMA GPD developed the FY 2009 IECGP Grant Guidance and Application Kit in coordination with OEC. The grant guidance provides details on all aspects of the program, including eligibility, funding priorities, evaluation criteria, budgeting and the application process.
3. 56 State and Territory SAAs submitted application information on July 21, 2008.	July 21, 2008	The 56 SAAs submitted applications via Grants.gov. Applications included completing Standard Forms, as well as Investment Justifications (IJ), which provide narrative and budgetary details on each project.
4. FY 2008 IECGP grants announced on September 11, 2008, and awarded on September 24, 2008.	Announced September 11, 2008; Awarded September 24, 2008	FY 2008 IECGP allocations were included in the Grant Guidance and Application Kit. Awards were announced on September 11, 2008, and funds were awarded on September 24, 2008 through State and Territory-specific feedback forms. GANs for these funds were released during October 2008.
5. The majority of FY 2008 IECGP IJs were approved on September 24, 2008.	September 24, 2008	FEMA GPD and OEC approved 54 State and Territory IJs on September 24, 2008; two Territories, Puerto Rico and the US Virgin Islands, were conditionally approved and had to resubmit IJs with more detailed project information. Puerto Rico's IJ was approved in January 2009. US Virgin Islands still has special conditions to submit IJ information.

FY 2008 IECGP		
Step	Date	Description
6. FEMA GPD released funds on a rolling basis starting in October 2008.	October 2008	FEMA GPD released funds for the 54 approved States and Territories through a release of funds memo starting in October 2008. Puerto Rico's received its release of funds memo in January 2009. US Virgin Islands is still resubmitting FY 2008 application information.
FY 2009 IECGP		
1. FY 2009 DHS Appropriations signed into law on September 30, 2008.	September 30, 2008	The FY 2009 DHS Appropriations was signed into law on September 30, 2008, which allocated \$50 million for FY 2009 IECGP.
2. The FY 2009 IECGP Grant Guidance and Application Kit was released on November 5, 2008.	November 5, 2008	DHS FEMA GPD developed the FY 2009 IECGP Grant Guidance and Application Kit in coordination with OEC. The grant guidance provides details on all aspects of the program, including eligibility, funding priorities, evaluation criteria, budgeting and the application process.
3. 56 State and Territory SAAs submitted application information on January 23, 2009.	January 23, 2009	The 56 SAAs submitted applications via the Grants Management System. Applications included completing Standard Forms, as well as Investment Justifications (IJ), which provide narrative and budgetary details on each project. The federal review process is ongoing.
4. FY 2009 IECGP grants are planned to be announced on April 7, 2009; specific award date has not been determined.	Planned April 7, 2009; Awards TBD	FY 2009 IECGP allocations were included in the Grant Guidance and Application Kit. Awards are planned to be announced on April 7, 2009. Funds will be released after the federal review process is complete, and FEMA GPD and OEC have approval State and Territory IJs.

FY 2008 IECGP Aggregate Drawdown Statistics

Government Fiscal Quarter	1Q09	2Q09 (through February 2009)
Quarterly IECGP Fund Release	\$48,120,053.00	\$394,293.00
Aggregate IECGP Fund Release	\$48,120,053.00	\$48,514,346.00
Number of State and Territory Investment Justifications Approved	54	1
Aggregate IECGP Draw Down	\$50,579.00	
Percentage Draw Down to Funds Released	0.1%	0.1%

Notes: Only year to date (2/28/09) draw down data available for FY 2008 IECGP; FY 2009 IECGP has yet to approve IJs, thus no drawdown activity to date; US Virgin Islands is awaiting approval

**Public Safety Interoperable Communications (PSIC) Grant Program
Mexican Border Projects**

State: ARIZONA

PSIC Investment Name: Enhancing Regional 700/800 Megahertz (MHz) Systems

PSIC Investment Number: 1

Funding Breakdown:

Cost Category	Amount Allocated
Planning & Coordination	\$1,100,000.00
Training	\$0.00
Acquisition	\$11,848,909.00
Deployment	\$277,900.00
Total PSIC Funds Allocated to Investment	\$13,226,809.00

Summary: Arizona proposes to implement a 700/800 MHz statewide system that will be interconnected to regional systems. Under this Investment, regional systems can implement additional base stations, sites, or site improvements; upgrade console control equipment; and add or expand private microwave or fiber-optic links to other systems or to the State microwave network. One project supported under this Investment is the ongoing implementation of the Pima County Wireless Network regional system (PCWIN) infrastructure covering all of Pima County. The PCWIN project will improve public safety services in an area at risk of terrorist attack and at high risk for natural disasters. Furthermore, **Pima County shares 132 miles of international border with Mexico. With immigration and drug-smuggling activities on the rise, PCWIN radio system secures necessary communications for law enforcement officials working to mitigate these problems.**

State: CALIFORNIA

PSIC Investment Name: San Diego Urban Area and Imperial County Interoperability Improvements

PSIC Investment Number: 8

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$0.00
Training	\$800,000.00
Acquisition	\$8,732,101.00
Deployment	\$0.00
Total PSIC Funds Allocated to Investment	\$9,532,101.00

Summary: This Investment proposes to improve interoperable voice and data communications among the Regional Communications System (RCS) and the City of San Diego Radio System (CITY) users in the San Diego Urban Area (SDUA) and the Yuma (AZ) Regional System. This Investment will employ open standard, Internet Protocol-based solutions to support voice and data connectivity between disparate first responder communications networks at all levels of government. This solution will strengthen operable and interoperable voice and data communications between users of the San Diego systems and the Yuma (AZ) Regional System; **provide paths for international interoperable communications to reach US-Mexico cross-border gateways;** and train first responders on the available capabilities and operating

procedures to reduce operational interoperable gaps in accordance with national, statewide, and regional goals. The expected outcome of these solutions is the delivery of expanded interoperable capabilities to users throughout the 9,000 square mile service area.

State: TEXAS

PSIC Investment Name: Texas Multi-Agency Interoperability Project

PSIC Investment Number: 1

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$0.00
Training	\$391,049.59
Acquisition	\$9,360,000.00
Deployment	\$840,000.00
Total PSIC Funds Allocated to Investment	\$10,591,049.59

Summary: This Investment will create a unified solution statewide to improve interoperability using Internet Protocol (IP)-communications network switches along **the Texas/Mexico border** and the Texas Gulf Coast. The Investment leverages existing Investments to build out a Project 25 (P25) system to incorporate disparate radio systems. State agencies have chosen to incorporate their efforts into a **unified solution, starting along the Mexican border and the coastal areas**. This area will include the Rio Grande Big Bend area, east and south to Brownsville, north to Houston, west to Austin and then back southwest to the Big Bend area. The unified solution will include wide area IP communications network switches to address immediate and **critical communications interoperability issues along the Texas/Mexico Border** and the Texas Gulf Coast.; the initial implementation phase of a 700 MHz "overlay" system with a P25 master-site switch and ten new 700 MHz sites on an aging wide area 900 MHz trunked system; expansion of a regional P25 system with **four additional communications sites along the Mexico border**; P25 mobile and/or portable radios; and gateway switches for mobile command trailers. The **new communications infrastructure provided by this Investment along the border will be used daily** as the primary communications system for local law enforcement, fire, emergency management, tribal nations, state and federal agencies.

State: TEXAS

PSIC Investment Name: Strategic Technology Reserve (STR)

PSIC Investment Number: 2

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$0.00
Training	\$0.00
Acquisition	\$5,039,518.00
Deployment	\$0.00
Total PSIC Funds Allocated to Investment	\$5,039,518.00

Summary: This Investment proposes strengthening existing emergency reserve communications caches with the STR. The STR equipment will be strategically placed for immediate deployment to meet communications needs along the gulf coast on the occurrence of a hurricane; needs of communities affected by rampaging flood waters; needs in Central Texas' Tornado Alley; and **needs along the international border** and Tier I and Tier II UASI's at risk from terrorism.

State: TEXAS

PSIC Investment Name: Texas/Mexico Border Interoperable Communications (T/MBIC)

PSIC Investment Number: 4

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$25,000.00
Training	\$25,000.00
Acquisition	\$8,201,064.00
Deployment	\$866,400.00
Total PSIC Funds Allocated to Investment	\$9,117,464.00

Summary: The 1,240 miles of the international border with Mexico forms the western border of Texas; it includes 23 international ports of entry. Public safety agencies operating along the Texas / Mexico Border are plagued by limited radio communications interoperability and in some areas, no radio coverage at all. **The goal of this investment is to provide areas on the Texas/Mexico border with dual-mode very high frequency (VHF) and/or 800 megahertz (MHz) sites**, focusing first on areas with limited or no public radio coverage. State agencies will join together to implement a P25 VHF overlay system which would network regional systems, provide Texas with continuous roaming capability, and **improve interoperability and coverage in the 14 border counties**. This investment is only one phase toward the goal of providing interoperability to all public safety responders along the Texas/Mexico border. This five Council of Government (COG), multi-jurisdiction, multi-discipline initiative **unites 30 counties along the 1240 miles of the Texas-Mexico border**.

State: TEXAS

PSIC Investment Name: San Antonio Urban Area P25 700 MHz Multi-Region Evacuation/Border Security Initiative

PSIC Investment Number: 6

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$0.00
Training	\$100,000.00
Acquisition	\$2,133,500.00
Deployment	\$810,192.00
Total PSIC Funds Allocated to Investment	\$3,043,692.00

Summary: This investment leverages the existing 800 MHz system by adding P25 and 700 MHz infrastructure to expand the regional footprint and achieve "Level 6 Interoperability" in Bexar County and among other systems in Region 53. An expected outcome for this includes the upgrade of Waco's existing radio system and tying it to the Austin/Travis/Williamson regional system will provide for P25, 800 MHz interoperable voice radio communications along a significant portion of the Interstate 35 corridor, a critically important hurricane evacuation route as well as **the primary immigration route from Laredo (on the Texas-Mexico border) to Dallas and points north**. Overall, this investment will **upgrade systems situated near the Houston and Dallas UASI's and along primary hurricane evacuation and Mexican immigration routes**. Users on these systems will become interoperable with their urban counterparts as well as with state agencies and **agencies along the Texas-Mexico border**, which are upgrading systems and achieving interoperability under separate investments.

State: NEW MEXICO

PSIC Investment Name: Statewide Communications System

PSIC Investment Number: 1

Funding Breakdown:

Cost Category	Amount Allocated
Planning and Coordination	\$150,000.00
Training	\$1,326,196.00
Acquisition	\$5,000,000.00
Deployment	\$475,470.00
Total PSIC Funds Allocated to Investment	\$6,951,666.00

Summary: The proposed Investment is to plan for the construction of a new statewide communications system that will build off of the existing state microwave backbone, allowing for a system-of-systems statewide network. This system build up will allow public safety agencies the ability to connect to the statewide backbone, a connection that has not previously been available to non-state level agencies. The microwave backbone at anywhere between a D-3 and T-1 connection running on multiple transmission loops back to the New Mexico Emergency Operations Center will allow for enhanced situational awareness during emergency situations, and for the **daily protection of the state and international border.**

**Fiscal Year (FY) 2008 Interoperable Emergency Communications (IECGP)
Grant Program
Mexican Border Projects**

State: ARIZONA

IECGP Project Name: Yuma Regional Communications System (YRCS) Interoperability Radio Training

IECGP Project Number: 3

Funding Breakdown:

Cost Category	Amount Approve
Planning	\$91,959.00
Training	\$98,260.00
Exercises	\$19,240.00
Local M&A	\$4,000.00
Personnel	\$0.00
Equipment	\$0.00
Total IECGP Funds Allocated to Project	\$ 213,459.00

Summary: Arizona will use FY 2008 IECGP funds to train multiple agencies on the YCRS and select a group of individuals who will be able to carry on the training requirements to others throughout the state. Arizona will conduct one training exercise in the first year and another more complex training exercise in the second year. The training package will result in users who are fully trained in use and function of their radio in an interoperability environment, and the YRCS will have personnel in a position to conduct training, joint radio interoperability exercises, and serve as White Force in Conduct and Evaluation of the exercises. **Specifically, this training package will support numerous Statewide Interoperable Communications Plan initiatives, including Strategic Initiative #15 which is to develop an Interoperable Communications Strategy with Mexico.**

Mr. PRICE. That would be helpful. And of course, that is the idea, not to just have quick turnaround but to have better plans that you are dealing with in the first place, which then, of course, can be more readily approved.

Mr. Rogers.

MITOC

Mr. ROGERS. Dr. Boyd, or any of the others, are you familiar with the term, MITOC?

Mr. BOYD. Yes, sir.

Mr. ROGERS. Man-Portable Interoperable Tactical Operations Center.

Mr. BOYD. Yes, sir.

Mr. ROGERS. Which is a Department research project that the University of Louisville and Western Kentucky University collaborated on to build an interoperable command center for a disaster; is that a fairly good description of it?

Mr. BOYD. Yes, I think that is it. What they were trying to build in MITOC is something that didn't depend, in an emergency, on being able to have roads available; something, you might be able to fly in that someone could carry and put into place. You might think of it as a substitute for something that can fill some of the gaps. It may be a bit less capable, say, than a MERS, which goes in a vehicle, but it can go places that some of these other things can not go.

Mr. ROGERS. Well, they showed it to me some time back when it was first built. And by the way, that was money directed by Congress because there was a need and it didn't exist and the bureaucracy wasn't doing it, so Congress intervened and said, build it, and we did. And the MITOC van, chock full of electronic gear, drove during the ice storm into Western Kentucky and there established communications amongst the first responders and the State, and it worked. Why can't we do that more? I mean, this thing works. And it is all forms of communications. It is verbal. It is data. It is electronic and so on. Is that a good answer for at least emergency operations?

Mr. BOYD. Yes. The point I was making before when I talked about things like ROW-B, and ROW-B is only one example, is that there are, in fact, a number of systems that, like MITOC, like the MERS, like ROW-B and others, can do these things. The question is whether localities can afford them and whether they are built into part of their planning. In fact, I believe every major community, in particular rural communities, ought to think about implementing some of these things and using some of the grant money to build and deploy them because the infrastructure in rural environments tends to be more fragile than it is in urban environments.

Mr. ROGERS. Would not the MITOC work in an urban environment as well?

Mr. BOYD. Yes, it would. In fact, typically a major urban environment is going to have a capability very much like a MITOC. They are going to have a major van, probably their own. Some of them own several of these. New York City has several of these, some lo-

cated in very, very large command and control complexes that they can drive into place.

So while the MITOC is, I think, a superb solution and is the kind of thing that communities need, there are others that have similar capabilities.

Mr. ROGERS. Well, it shows me, it tells me that we are dealing with a soluble problem here, because it was solved. And at least in the MITOC's instance where it was set in after the fact, you know, it was an emergency operations center, but I don't know why we couldn't use whatever technology they have for that portable unit, why that can't be duplicated in large.

Mr. BOYD. I don't think there is any reason why it can't be.

Mr. ROGERS. Why hasn't it been done?

Mr. BOYD. We don't have the money.

Unfortunately, I don't get to buy a lot of these. I get to prove one of these and I get to put them in place and pilot and demonstrate them. Grant funding then goes to the communities who have to decide that that is what they want to put the money into.

Mr. ROGERS. Mr. Ashley, what do you say about that?

Mr. ASHLEY. It is an allowable expense. If they so choose to spend their dollars that they have been allocated on that technology—

Mr. ROGERS. Mr. Essid, why aren't you pushing this as a solution? He says he will make grants for it. Dr. Boyd says, sounds like a good idea. Why aren't you selling this to States and communities?

Mr. ESSID. In fact, we have been, sir; and, in fact, they are implementing this all over the Nation. Different types of technologies but the same principle. Something that can be brought into an area to establish communications when they are devastated.

A lot of States have used part of the PSIC funds to establish what is called a strategic technology reserve. Basically, these are radio caches or this type of system.

Some States have been experimenting with their National Guard, with the National Guard using helicopters to drop equipment into rural areas to establish communications. That way the National Guard gets their training hours in on their flights, too.

There are all kinds of partnerships to be had. A lot of States are for these types of technologies and are developing the standard operating procedures on how you deploy that. When I was in Virginia, we did something very similar.

Mr. ROGERS. How many grants have you made for this type of thing, Mr. Ashley?

Mr. ASHLEY. For mobile emergency communications systems?

Mr. ROGERS. Yes.

Mr. ASHLEY. I don't have the number in front of me. We have run that number before, and I can definitely provide that to staff.

[The information follows:]

IFR #3. How many grants has FEMA GPD made for mobile emergency communications systems? (from page 91 of the transcript):

The attached "Motor Vehicle Data Call" depicts the number of vehicles that States and Territories propose to acquire during the PSIC period of performance (October 1, 2007–September 30, 2010).

MOBILE COMMAND VEHICLE (MCV) Data Call

State/Territory	# Mobile Command Vehicle(s)	# Mobile Command Unit(s)	Retro-fitting Mobile Command Vehicles/Units?
Alabama	8	0	Y
Alaska	0	0	Y
American Samoa	0	0	N
Arizona	0	0	Y
Arkansas	0	0	N
California	1	0	N
CNMI	0	0	N
Colorado	0	1	Y
Connecticut	6	0	N
Delaware	0	0	N
District of Columbia	0	0	N
Florida	0	1	N
Georgia	0	0	Y
Guam	0	1	N
Hawaii	0	0	N
Idaho	0	0	N
Illinois	0	0	Y
Indiana	0	0	N
Iowa	0	0	Y
Kansas	0	0	Y
Kentucky	0	7	Y
Louisiana	0	0	Y
Maine	0	0	Y
Maryland	0	0	N
Massachusetts	0	0	N
Michigan	1	0	N
Minnesota	0	0	Y
Mississippi	0	0	N
Missouri	0	0	N
Montana	0	0	N
Nebraska	0	0	N
Nevada	3	0	Y
New Hampshire	0	0	N
New Jersey	0	2	Y
New Mexico	0	0	N
New York	6	0	N
North Carolina	0	0	N
North Dakota	0	0	N
Ohio	0	0	Y
Oklahoma	0	1	N
Oregon	0	0	N
Pennsylvania	0	5	Y
Puerto Rico	0	0	N
Rhode Island	0	0	N
South Carolina	0	1	N

South Dakota	0	0	N
Tennessee	0	0	N
Texas	0	2	N
Utah	0	0	N
Vermont	0	0	N
Virgin Islands	0	0	N
Virginia	1	0	N
Washington	2	0	N
West Virginia	0	0	N
Wisconsin	0	1	N
Wyoming	0	0	Y
TOTAL	20	22	See Note Below

* According to PSIC Investment Justifications, 17 States/Territories are using PSIC funds to retro-fit mobile command vehicles, units, trailers, or posts.

DEFINITIONS:

Mobile Command Vehicle: A vehicle fully equipped with communications and computer technology to make the unit a self sufficient emergency command post.

Mobile Command Unit: Includes mobile command post, mobile command trailer. Serves similar function as the mobile command vehicle, but is not defined by ability to move as a vehicle.

Retro-fitting Mobile Command Vehicles/Units: Indicates if State/Territory is updating or retrofitting existing mobile command vehicle(s) or unit(s) with additional capabilities, e.g., radio cache, gateway devices, satellite connectivity, voice over IP (VoIP) capabilities.

Mr. ROGERS. Is it few or many?

Mr. ASHLEY. It is quite a few, sir. Quite a few.

Mr. ROGERS. Thank you, Mr. Chairman.

Mr. PRICE. Mr. Rodriguez.

COMMUNICATION WITH THE PUBLIC AND MEXICO

Mr. RODRIGUEZ. Thank you, Mr. Chairman.

Let me go back to what Lucille had mentioned about the broadband spectrum. You know, I am really naive about this. But I know that we are going to have a problem with communications with Mexico when we go into it. But is there some legislation that we could look at doing to assure that we would be able to communicate with all Americans when it comes to disasters? I really feel that we need to make sure that that happens and not allow for the FCC to be able to determine those things and make sure we do that.

Secondly, on the Mexican border, we really need to enhance that communication there also on the Mexican side as well, and I presume on the Canadian side, also. And I assume we have had some programs also on the Canadian side and see if we can kind of expand on those things.

We have always had—a car, for example. It does something on the U.S. side and then cuts off, and then the policeman is unable to call the Customs people on the border and that car, southern bound, he just zooms through there. We are unable to catch him in some cases.

So could you respond to those two cases?

Mr. BOYD. Let me start first with communicating with the public.

The WARN Act, which was passed, I think, 2 years ago, established a requirement which my office then picked up a few months ago to develop a way to provide alert and warning messages to every mobile device. It is called the Commercial Mobile Alerting System and is intended to allow alerts to go to PDAs and cell phones and the rest.

It uses some of the spectrum auction money. The logic in that Act was that most people don't have their televisions or their radios turned on at night, but they do have their cell phone on. They do have a variety of other devices that can be used to launch alerts wherever they happen to be. And this has a number of components, and I won't go into lots of detail, but it is intended to be able to provide that kind of alert to the entire population.

So that is part of what we are trying to do in that arena, plus the integrated public—

Mr. RODRIGUEZ. Have you prioritized the east coast, west coast, Canadian border, Mexican border in moving in that direction in that area or the whole country as a whole?

Mr. BOYD. Because of the way this system works when it is turned on, it will be the country as a whole. It won't be a single region. It will be everything. We have had great support from the major providers who would be carrying these messages and want to do that. And this is a component of the integrated public alert warning system which is in FEMA, which is intended to provide alerts over all of the traditional systems. This allows all of the newer systems to be included as well.

On the Canadian side, we are doing a great deal of work directly with the Canadian Association of the Chiefs of Police. In fact, both Chris and I were up in British Columbia a month ago talking about it. They believe we are way ahead of them, in interoperability and they want to be able to adopt these tools.

In fact, the representative from the United Kingdom also told us that the UK is in the process of adopting our materials as well because they have a similar problem. So we have work within Canada, and we have a delegation coming down to work with us again in April so we can look at how best to set up some real technology demonstrations. This is one of the demos that is occurring cross border with them.

And then Chris is working on the southern border.

Mr. RODRIGUEZ. Chris.

Mr. ESSID. As Dr. Boyd just said, Canada is really partnering with us, and they have been using a lot of things we have developed. When we go up and speak in Canada, they know that some disasters in the United States have exposed our communications gaps. And the Canadians haven't had those same types—

Mr. RODRIGUEZ. What do we need to go to get things going in the Mexican side? Do I need to ask questions regarding diversity in your staffing?

Mr. ESSID. No, sir. We are doing a lot on the southern border. Those statewide plans I talked about earlier: As you could probably predict, most of the states that border Mexico have initiatives in their statewide plans to address that cross-border interoperability. And we have been sending technical assistance out there to try to support them in their needs.

And we also have been working with the State Department on that high-level consultative commission on telecommunications to coordinate between the two governments, including spectrum sharing agreements with the FCC, standard operating procedures, and the like. So while it is very complex, we are working with the State Department on behalf of DHS to better coordinate with the Mexican government across our borders.

Mr. PRICE. Mr. Carter.

INTEROPERABLE EQUIPMENT AND SYSTEM REQUIREMENTS

Mr. CARTER. Thank you, Mr. Chairman.

It seems to me that the mission we have here is to create a system today that is interoperable for all jurisdictions, that incorporates all the technology, all the systems that are out there; and, if not, offers of those systems, a buying list of varying companies that they can supplement their equipment to get on the interoperable system and then offer them information, ongoing information that they can keep it up at every jurisdiction level. Then challenge the communications community whenever they come up with a new product, make sure it meets our interoperable needs.

And then, finally, if the Star Wars Corporation 20 years from now comes with a whole new system, their challenge has got to be that it will attach to our system until such time as we can convert over to their Star Wars system. That seems to be the way we ought to do this. Now can we do that?

Mr. BOYD. In fact, that is exactly the approach we are trying to use, where we are working with industry to try to make sure that these things are compatible. We are doing things like the compliance assessment program so that we can tell communities what really does work, what really does interoperate. We have got a variety of kinds of tools and materials that talk about how to build common governance, how to go about thinking about building systems and how to look at the same standards.

We are also producing standards. In fact, we have dramatically accelerated the standards process. It typically takes 8 years for a standard. We have produced about four critical standards in this arena over just the last 3 years.

We think you are exactly right. That is exactly the kind of model we have got to go to where we provide that kind of information to the field. We don't have the power to prevent a locality from buying something that we would recommend they not. What we want to do is to persuade them that it is not in their interest to do that. So we do a great deal of work to try to communicate with them regularly, involve them in the things we are doing and help them understand why it is in their interest to think about how they work with their neighboring communities to do exactly what you talked about.

Mr. CARTER. I think that they will cooperate. But from talking to them about their frustration level, their whole frustration level is, who do you ask to get the bottom line? Because we are ready to spend our money. We want to know what the bottom line is. And is this guy selling us the right product? Or is this guy selling us the right product?

And that ought to be part of your task in my way of thinking, as we go all the way through this from now until we go into the future, when somebody comes up with the Buck Rodgers system or something. But, whatever it is, that ought to be the task of our governmental agencies, to make sure the system works.

Mr. BOYD. We would love to be able to help them do that kind of engineering assessment. But there are 60,000 communities and only 27 of us and 27 in Mr. Essid's shop.

Mr. CARTER. Well, it becomes their problem.

Mr. BOYD. Yes.

Mr. CARTER. Thanks Mr. Chairman.

Mr. PRICE. Mr. Farr, please, to close us out.

FEDERAL INPUT TO STATE AND LOCAL EQUIPMENT PROCUREMENTS

Mr. FARR. Thank you very much, Mr. Chairman.

I think we have a little interoperability problem developing at the Federal level. I think you all represent about \$5 billion of expenditure in the communications world; and yet Congress, through other departments, has just set up a \$7.2 billion economic stimulus law for high-speed Internet. And last week Internet entrepreneurs, consumer groups, and State officials, probably some who were applying for grants in your office, showed up to find out how they can get access to this money.

The Commerce National Telecommunications Information has \$4.7 billion to allocate, and Department of Ag's Rural Utility Services has \$2.7 billion, and the FCC is advising the other two agen-

cies on procedure. According to this press release, top officials from the three agencies did make it clear that they are in a hurry. Agencies have until September 30, 2010, to complete what officials envision will be three rounds of awards, but the regulators will have to inject certainty into a long list of politically charged and technically inadvised gray areas.

Look, that is going to be a snake pot of vendors, and all these local, vulnerable communities are going to go after that pot of money, and you are not even at the table. Wouldn't you have some recommendations that if we are going to go out and spend with your money and their money \$12 billion on communication infrastructure in America that there ought to be some of your input and knowledge into that?

Mr. BOYD. We are always open to provide—

Mr. FARR. I think you have got to charge in the room. You are a big guy, a former Army tank guy. You ought to just go in there and say, we are here.

Mr. BOYD. But there are 60,000 of them.

Mr. FARR. But, look, my communities here or out there, they are already calling me and saying, how do we get to the broadband money? That is the same people who call me and say, oh, there is a grant for interoperability money. There must be something where the two meet. There are some things that you would advise people if you are going to spend all this money, hey, you can do it a little bit smarter from lessons learned.

Mr. ESSID. Yes, sir. There are.

Mr. FARR. Mr. Chairman, I mean, our committee appropriates money in both instances. So can we get these agencies to include DHS in the discussion of broadband expansion in America?

And lastly—I guess the answer is yes, or we will just have to stop funding people.

GETTING MONTEREY COUNTY OPERATIONAL

Who do I talk to? I want to get Monterey County—we are talking about an area that is 70 miles long and 70 miles wide.

Mr. BOYD. I used to live there.

Mr. FARR. Well, you know it. I want to get South Monterey County and the Los Padres National Forest Big Sur region to be operational. I am not talking about interoperational, because I think operations will lead to interoperations. But of you three, who is the person I want to talk to on that? And do you have a cap in those grants you give out? Do you cap them?

Mr. ASHLEY. We give the grants to the State.

Mr. FARR. Just to the State, not to the local communities?

Mr. ASHLEY. Just to the States.

Mr. FARR. What about Federal agencies and Federal properties that need it?

Mr. ASHLEY. I am prohibited by law to moving money to Federal agencies.

Mr. FARR. So if we want to wire this area, and a lot of it is Federal, we have to go through State and local?

Mr. ASHLEY. Either that or you would appropriate the dollars to the Federal agency who is the responsible agency for that land, I would believe.

Mr. FARR. Who do I talk to about trying to make this thing work? Because, so far, all these years, nobody is doing anything.

Mr. ESSID. Sir, you can talk to me. One of the things that make folks a little uneasy is the title of my job. I am supposed to kind of stick my nose where it doesn't belong, knock down walls, and build bridges where they didn't exist. We have initiated shared infrastructure projects and ideas all over the country where, instead of building towers across the street from other towers, we are trying to get Federal groups to work with State groups and local groups to share infrastructure and reduce costs. And it makes common sense.

Mr. FARR. I totally agree.

Mr. ESSID. We can also look at our technical assistance offerings there and opportunities for shared infrastructure.

Mr. FARR. I will be calling you.

Mr. ESSID. Yes, sir.

Mr. FARR. I am also a big supporter of Mr. Rogers' MITOC project. It was a smart thing to do.

Mr. PRICE. Thank you very much.

STATE RESPONSIVENESS

Mr. RODRIGUEZ. One quick question. If we find that some States are not being responsive or are not addressing our needs in certain sectors of the State, at what point do we decide that we will take some other alternatives in order to meet some of those needs?

Mr. PRICE. Mr. Ashley, briefly, if you will.

Mr. ASHLEY. Sure. For the grant programs, you know, DHS does walk a fine line there with making sure that it is making the funds available to the State. But we don't want to be overly prescriptive to the States and say, you will do the following. You know, the number one input we get back on grants is make them flexible. The States know better than the Federal Government where the Federal funds ought to be applied.

Mr. RODRIGUEZ. Let me just share with you, the bureaucracy in the State can be just as bad as the bureaucracy at the Federal level.

Mr. ASHLEY. Yes, sir.

Mr. RODRIGUEZ. At what point—I would hope maybe in the near future you start thinking about some assessments for our constituencies that are out there. If we find some of the local communities, just like first responders, you are at the mercy of the local responders there. You might have some great ones. You might not have as good ones or not well trained. So at what point, you know—so I would ask that you kind of consider that.

Mr. PRICE. One of the functions of technical assistance of the sort that Mr. Essid has developed and given is to bring communities along that have less capacity to generate their own credible proposals. We assume that is part of the effort.

Mr. ESSID. Yes, sir, it is.

Mr. PRICE. Thank you all for a very interesting and useful morning. We look forward to working with you as we put our bill together for next year.

The subcommittee is adjourned.

**United States
House of Representatives
Committee on Appropriations**

Hearing before the
House Appropriations
Subcommittee on Homeland Security

Interoperable Communications

Questions for the Record

March 17, 2009

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QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

**W. Ross Ashley, Assistant Administrator of Grant Programs, Federal Emergency
Management Agency
Interoperable Communications**

Grants

Question: Why hasn't the draw down, or spend rate, of the Public Safety Interoperable Communications Grants and the FY 2008 Interoperable Grants sped up since approval of the State plans by DHS?

ANSWER: PSIC funds were awarded by September 30, 2007; however, several factors contributed to the slow release of funds to the states and territories. The Statewide Communication Interoperability Plans (SCIP) were required under the program and had to be approved by the Office of Emergency Communications (OEC) before PSIC Investment Justifications (IJ) could be approved by the Department of Commerce National Telecommunications and Information Administration (NTIA). This internal coordinated federal review was important to ensure PSIC Investments corresponded to an interoperability gap or strategic initiative identified in an approved SCIP. As such, SCIPs were approved by OEC in April 2008, at which point NTIA began approving state and territory IJs and funding was released to the states and territories.

Since a large majority of the states and territories are using the funds for large, multi-phase infrastructure projects (e.g., building communication tower sites), these projects involve obtaining local/state permits, conducting environmental assessments, and seeking Federal Communications Commission licenses. Meeting these requirements can be a time-intensive process, which did not begin until the IJs were approved and funding was released. Additionally, some projects are using advanced technologies, such as Voice over Internet Protocol (VoIP) solutions, and these advanced technologies require time to develop the technical system requirements, complete the procurement process, install the system, conduct quality assurance tests, develop standard operating procedures and train first responders on the new technology. The Federal Emergency Management Agency's (FEMA's) Grant Programs Directorate (GPD) and NTIA have dedicated significant resources to helping the states and territories with technical and programmatic assistance to enable the grantees to implement their projects as quickly and efficiently as possible.

The Department of Commerce conducted an extensive analysis that led to a PSIC-specific Programmatic Environmental Assessment (PEA) (February 2009), and a Finding of No Significant Impact (FONSI) was issued in April 2009. With the FONSI now being approved, the majority of proposed PSIC projects may not require further evaluation under NEPA, and states and territories will be able to more expeditiously draw down funding. FEMA and NTIA are working with grantees to get the documentation necessary to demonstrate compliance with NEPA so that construction projects can proceed.

With regards to the FY 2008 Interoperable Communications Grant Program (IECGP), the Grant Guidance and Application Kit was not released until the National Emergency Communications Plan (NECP) was published in July 2008. Therefore, states and territories were not able to draw down funds until IJs were approved as of September 30, 2008.

Question: Please provide the projects that will be funded utilizing the Public Safety Interoperable Communications grants by state.

ANSWER: The Department of Commerce NTIA and Department of Homeland Security (DHS) Federal Emergency Management Agency (FEMA) GPD approved 302 Investments from 56 states and territories. Detailed information on these Investments is included in a report, *Improving Interoperable Communications Nationwide: Overview of Initial State and Territory Investments*, that is located on the NTIA website <http://www.ntia.doc.gov/psic>.

Question: How long is funding available to be spent under the Public Safety Interoperable Communications Grant Program? Is that deadline set in law?

ANSWER: There is a statutory deadline for grantees to expend PSIC funds by September 30, 2010. All funds that are not expended by that date must be remitted by the grantee; those remitted funds will be returned to the U.S. Treasury (P.L. No. 109-171, Section 3006).

Section 3006 of the *Digital Television and Transition and Public Safety Act of 2005*, Title III of the *Deficit Reduction Act of 2005* (P.L. 109-171), authorized the PSIC Grant Program and included the requirement that all funding be disbursed by September 30, 2010.

Question: Is DHS aware of grants that the Department of Justice may make for interoperable communications to ensure those grants follow the State Interoperable Plans?

ANSWER: Yes, in particular the Department of Justice's (DOJ's) Community Oriented Policing Services grants and the Edward Byrne Memorial State and Local Law Enforcement grants. Under the auspices of the Emergency Communications Preparedness Center, the Department of Homeland Security's Office of Emergency Communications (OEC) has established a Grants Focus Group to coordinate with other federal departments and agencies that have grant programs with an emergency interoperable communications component. One of the goals of this focus group is to encourage other grant programs to adopt guidance that directs grantees to follow Statewide Communication Interoperability Plans (SCIPs) and the National Emergency Communications Plan (NECP). OEC is also working directly with DOJ staff on suggested grant guidance to encourage alignment with SCIPs and the NECP.

Question: Please describe the scope of the Environmental and Historic Preservation backlog that may be slowing down the spending of Public Safety Interoperable Communications grants. Are FEMA and NTIA currently sitting on millions of dollars of projects that cannot approve for draw down because of environmental reviews? How many staff does FEMA have on board to dispose of these environmental reviews?

ANSWER: All programs that receive federal funds must demonstrate compliance with the National Environmental Policy Act (NEPA) to proceed with implementation. NEPA compliance represents compliance with numerous environmental, historical and cultural preservation related laws and orders that apply to federally funded initiatives. When standing up the PSIC Grant Program, the Department of Commerce NTIA and DHS FEMA analyzed options to leverage existing NEPA processes. However, the offices determined that a PSIC-specific NEPA compliance process was needed to expedite the review of all PSIC investments. Further, the offices, in conjunction with the Council for Environmental Quality, determined that the Department of Commerce would be the decision-making body to determine NEPA compliance. The Department of Commerce therefore prepared a PEA to evaluate potential impacts to the natural and human environment associated with

PSIC-funded projects. The PEA evaluated potential environmental impacts based on five major project types associated with improving interoperable communications.

In addition to the PEA, the Department of Commerce issued a Final Finding of No Significant Impact (FONSI) in April 2009 identifying the types of projects that were likely to not have significant impact to the human or natural environment. Each state or territory project must now undergo a PSIC NEPA review to determine if the project is in compliance with the FONSI. Should the projects fall within the purview of the FONSI, they will be quickly approved as compliant, allowing the grantees to move forward with no further assessment. Environmental laws and regulations may require additional environmental analyses, such as environmental assessments (EA), for any PSIC-funded project that is not cleared for compliance under the FONSI.

All funding has been released to states and territories; however, the states and territories, in the grant award special conditions, certified that they would not draw down funds for construction or other activities that may have an environmental impact until they had complied with all environmental regulations. In anticipation of the adoption of the final PSIC FONSI, FEMA and NTIA have been working with grantees to prepare the necessary documentation so that projects could be cleared quickly, as soon as the FONSI was published in the Federal Register. NTIA expects to clear all projects that have been received to date, where the scope of the projects falls under the FONSI, very shortly.

FEMA has a contract in place to provide NEPA related subject matter expert input and support to PSIC grantees as required under NEPA. Nearly ten support staff with this NEPA expertise currently support the PSIC Grant Program.

Question: Why is only terrorist threat, and not threat of natural disasters, considered by DHS when awarding interoperable grants? Aren't interoperable grants used to support all-hazards preparedness?

ANSWER: With respect to the Interoperable Emergency Communications Grant Program (IECGP), the Department of Homeland Security (DHS) applies an all-hazards approach, using the same formula applied in other DHS grant programs. DHS components (the Federal Emergency Management Agency Grants Program Directorate and the Office of Risk Management and Analysis and the Office of Emergency Communications within DHS's National Protection and Programs Directorate) are in the process of revising the IECGP formula for Fiscal Year 2010 and subsequent years to better reflect the risk of natural and technological disasters, in addition to terrorist attack.

The Interoperable Emergency Communications Grant Program grants support all-hazards preparedness. In coordination with the Federal Emergency Management Agency Grants Programs Directorate and Risk Management and Analysis, the Office of Emergency Communications is revising the grant formula for FY 2010 to better support an all-hazards approach.

Maintaining operability after disasters

Often after disasters we hear that emergency responder radios stop working, or that communications towers fail. Those lapses in system availability can prevent first responders from doing their jobs, and also put them in serious jeopardy if they find themselves in dangerous situations without the ability to communicate. In these situations we're really dealing with a loss of operability rather than a lack of interoperability. When the Federal Government is called in, it is often FEMA who responds.

Question: Often after disasters we hear that emergency responder radios stop working, or that communications towers fail. Those lapses in system availability can prevent first responders from doing their jobs, and also put them in serious jeopardy if they find themselves in dangerous situations without the ability to communicate. In these situations we're really dealing with a loss of operability rather than a lack of interoperability. When the Federal Government is called in, it is often FEMA who responds. What is the role of FEMA to assist those who have lost communication ability after disasters? What actions can be taken to mitigate the failure of basic operability after disasters? Can FEMA mitigation grants be used to fund mitigation activities to ensure communications remain intact following disasters?

ANSWER: The Post Katrina Emergency Management Reform Act (PKEMRA) assigns the FEMA Administrator with the responsibility of ensuring that first responders have interoperable communication capabilities. To meet this requirement, FEMA is implementing a tactical disaster emergency communications program to carry out the following key responsibilities:

- Ensure operable and interoperable communications are available in a disaster;
- Provide voice, video, and data communications capabilities for responders and federal partners; and
- Support emergency communications operational requirements across the entire disaster management lifecycle - preparedness, mitigation, response and recovery.

FEMA, through the Disaster Emergency Communications (DEC) Division, serves as the lead federal integrator and coordination point for federal agencies in providing tactical emergency communications support to federal, state, local and tribal governments during disaster responses. FEMA is responsible both by law and executive order to ensure first responders, including local public safety officials, have communications capability because of their critical life saving and law enforcement responsibilities.

A key FEMA disaster response asset, the Mobile Emergency Response Support (MERS) System, provides mobile telecommunications capabilities and life, logistics, operational and power generation support required for the on-site management of disaster response activities. MERS support falls into three broad categories:

- Operations - Mobile Emergency Operations Centers, quick reaction support, disaster preparedness (hazardous materials) officers and MERS security officers.
- Communications - satellite, multiple radio vans, high frequency line-of-sight microwave, land mobile radios, voice, video and data capabilities, and wide area interoperability.
- Logistics - fuel, water, life support, transportation and power.

MERS supports federal, state and local responders in their efforts to save lives, protect property and coordinate disaster operations, by providing prompt and rapid multi-media communications, information processing, logistics, administrative and operational support capabilities. Staged in six strategic locations, one with offshore capabilities, the MERS detachments can concurrently support a large Joint Field Office and multiple field operating sites within a disaster area.

Public communications (i.e., telephone) is operated by commercial entities, and FEMA monitors their restoration, but is not responsible for and cannot perform the restoration. In previous disasters, FEMA has coordinated and helped support bringing in "phone banks" that were made available for the public's use.

While 100% survivability of communications capabilities after a disaster cannot be guaranteed, effective planning and preparation can help mitigate communications failures by ensuring back-up is available and/or restoration efforts run more effectively.

As the lead federal integrator and coordination point for federal agencies in providing tactical emergency communications support to federal, state, local and tribal governments during disaster responses, FEMA's

Disaster Emergency Communications (DEC) Division is responsible for developing plans, policies and operating procedures to facilitate more effective disaster emergency communications operability, survivability and interoperability. FEMA works through the Regional Emergency Communications Coordination Working Groups (RECCWG) that serve as focal points for coordinating disaster emergency communications activities in the FEMA Regions.

DEC supports the development of state disaster emergency communications operational plans to provide an integrated federal, state, local, and tribal approach to ensuring effective emergency communications coordination prior to, and immediately following, an incident. In developing these plans, FEMA leveraged DHS Office of Emergency Communication's (OEC's) Statewide Communication Interoperability Plans and its Tactical Interoperable Communications Plan to identify state and local emergency communications requirements and strategies to improve tactical response capabilities. The focus of these plans is on four areas:

- communications risk assessment and mitigation planning;
- communications operability and interoperability;
- communications availability, integration and coordination of Federal resources; and
- pre-positioning of communications resources.

FEMA's pre-event planning and preparation focuses on all aspects of communications including operability, survivability, and interoperability. In planning, it is important to focus on all three areas of communications because without operable and survivable communications, there can be no interoperability.

FEMA also works to maximize disaster emergency communications response effectiveness by coordinating with federal Interagency partners in planning. For example, FEMA and the Federal Communications Commission (FCC) have an agreement that deploys FCC personnel along side FEMA communications specialists to support the response and to ensure the public safety communications, 911 centers and broadcasters are operating and their needs are being addressed. Through effective coordination and use of federal partners in planning efforts, FEMA can insure the most effective response is brought to bear during disaster response.

Ultimately, these planning efforts will provide FEMA and federal responders with the ability to deliver emergency communications support promptly and effectively following a request for assistance from an affected state, and provide greater assurance of effective emergency communications coordination prior to and immediately following a disaster event. FEMA and OEC are closely coordinating emergency communications activities.

FEMA has five Hazard Mitigation Assistance (HMA) Programs, including the Hazard Mitigation Grant Program (HMGP), the Pre-Disaster Mitigation (PDM) program, the Flood Mitigation Assistance (FMA) program, the Repetitive Flood Claims (RFC) program and the Severe Repetitive Loss (SRL) program. FEMA HMA programs, established in the Stafford Act and in the National Flood Insurance Act (NFIA), all share a common purpose to produce a sustained action that reduces the impacts to life and property from future hazards.

In general, interoperability communications systems are not consistent with the statutory purposes of FEMA's HMA programs. Although many preparedness and response activities such as communication systems help to save lives, they do not provide the sustained protection that will reduce the loss of life and property and the need to respond. Rather, they allow for actions to be taken at the time of the incident itself. These activities create a temporary avoidance of the negative impacts from a hazard but do nothing to address the future threat and leave the community or facility at risk for repetitive loss. For example, the acquisition of a fire truck that may increase the ability to respond to a fire once it has occurred, reducing damages, is a preparedness activity. The purchase of the fire truck, however, will not effectuate a sustained reduction in overall risk of damages to structures or infrastructure from future fire events without human intervention.

It is important to understand that FEMA's HMGP and PDM fund a range of mitigation measures that would have the benefit of ensuring that communications remain intact following a disaster. Specifically, HMGP and PDM fund hazard mitigation activities that retrofit towers or related structures to strengthen them to withstand hazards beyond what is required in current state and local codes. These measures may include elevating the towers or structures built to house communications equipment or dispatchers above the base flood elevation or designing those structures to withstand hurricane force winds and may also lessen the risks to communication systems thereby increasing their post-disaster availability. FMA, RFC and SRL have a much more specific focus related to the reduction of losses to the National Flood Insurance Fund and therefore have limited opportunity to affect communication systems.

In addition, the PSIC grant program had a requirement that may assist states and territories to ensure communications remain intact following disasters. In Section 2201 of the *Implementing Recommendations of the 9-11 Commission Act of 2007* (P.L. 110-53), Congress directed all states and territories to establish a strategic technology reserve (STR) to be better prepared to respond in the event of communications infrastructure failure in an emergency situation or major disaster. Nationally, \$75 million from the \$968 million in PSIC awards were set aside for STR solutions that were required to meet three requirements: 1) be pre-positioned; 2) be deployable; and 3) be able to re-establish communications.

QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

Dr. David Boyd, Director of the Office of Interoperability and Compatibility, Science of Technology Directorate
Interoperable Communications

Data/Broadband

Question: The availability of the 700MHz "D block" was more than a promise of voice interoperability, since the "D block" frequencies are wide enough to allow broadband interoperability, including digital voice communications and high-speed data transmission. As technologies and data connectivity evolves, first responders' need for broadband interoperability will only grow. Are the "D Block" frequencies the only way that emergency responders can achieve broadband interoperability?

ANSWER: No, but the opportunity for broadband interoperability that the 700MHz "D block" presents may be the only way to achieve a national network, provided it can be resourced. There are only two other viable alternatives: 1) the emergency response community, which has 50MHz of spectrum at 4.9GHz where responders are identified as the primary user, and 2) use of commercial broadband cellular solutions.

The use of 4.9GHz comes with several caveats. First, 4.9GHz spectrum is not ideal for mobile use, since propagation at those frequencies would require a large number of repeaters to provide even marginal coverage, and because signals in this band are easily blocked by trees, rain, or other minor obstructions. Second, while the emergency response community has been given this spectrum, a standard has not been selected, which prevents interoperability. The S&T Directorate's Office for Interoperability and Compatibility (OIC) has been actively supporting the emergency response community in the voluntary selection of a standard, but because emergency responders have been focused on the 700MHz "D block," these efforts have made little progress.

Commercial broadband cellular solutions are available from a number of different service providers in the United States. These solutions are in use by many emergency responders today, but there are a number of serious constraints to public safety's use of commercial broadband. First, few, if not all, of the commercial broadband solutions meet emergency responder mission critical requirements. A major public safety requirement is that the systems must continue to work even if the primary infrastructure fails. When emergency responders use commercial systems, they do so principally as supplements to existing land mobile radio systems and do not rely on them for mission critical use. Because all these systems are interconnected – cellular to the public switched telephone network (PSTN) and much of the Internet – the loss of any component may render many of the commercial solutions inoperative. OIC has been actively involved in working to enable interoperability between land mobile radio systems and commercial broadband cellular solutions through the Radio Over Wireless Broadband project.

700MHz broadband for the emergency response community appears to be the only way to create a broadband, interoperable network capable of meeting most of public safety's critical broadband needs. It is likely that, if a standard is selected for 700MHz, it can be adapted to foster innovation in public safety communications in much the same way the Internet redefined how the general public communicates. OIC is actively involved in helping public safety articulate user requirements for 700MHz broadband and will continue to participate directly in standards development/selection for the 700MHz "D block."

Operability vs. Interoperability

Question: Please describe the difference between Operability and Interoperability. How many public safety agencies across the country have basic operable equipment? How many public safety agencies across the country have achieved interoperability?

ANSWER: As outlined in the National Emergency Communications Plan, operability is the ability of an agency to establish and sustain communications in support of its mission operations, while interoperability is the ability of an agency to communicate with other jurisdictions, disciplines and levels of government. System operability is required to have system interoperability.

The Office of Emergency Communications (OEC) hears anecdotally from its stakeholders that operability remains a challenge for some public safety emergency responders. However, all public safety entities have some degree of communications operability. OEC does not maintain formal statistics regarding whether that degree of operability enables responders to meet mission requirements.

Operability is a prerequisite to system interoperability, and in 2006, the SAFECOM program conducted a nationwide survey of first responders and law enforcement personnel to assess progress in achieving interoperable communications. Of the Nation's 63,000 law enforcement, fire response and emergency medical services agencies, the national interoperability baseline survey was issued to 22,400 randomly selected agencies. Survey results from the 6,816 agencies that responded confirm that roughly two-thirds of emergency response agencies across the Nation use interoperable communications at varying degrees. Therefore, it would be reasonable to assume that at least two-thirds of emergency response agencies have operability.

In 2006, the SAFECOM program conducted a nationwide survey of first responders and law enforcement personnel to assess progress in achieving interoperable communications. Of the Nation's 63,000 law enforcement, fire response and emergency medical services agencies, the national interoperability baseline survey was issued to 22,400 randomly selected agencies. Survey results from the 6,816 agencies that responded confirm that roughly two-thirds of emergency response agencies across the Nation use interoperable communications at varying degrees.

Project 25

Question: In April 2007 GAO reported that several Project 25 interfaces have not yet been developed. Is this still the case? When will the remaining interfaces have definite standards? What are the challenges that you face creating these standards?

ANSWER: In 2004, Congress directed the S&T Directorate's Office for Interoperability and Compatibility (OIC) and the National Institute of Standards and Technology (NIST) to accelerate the development of Project 25 (P25) standards. Since 2004 – with the creation of OIC – the technical development of standards for these critical P25 interfaces has been greatly accelerated through the concerted efforts of industry, the emergency response community and OIC, with the support of NIST. Industry representatives, with key involvement by emergency responders, have dramatically increased the pace and scope of their standards development activities consistent with priorities set by Congress. As a result, significant progress has been made through the formal P25/Telecommunications Industry Association (TIA) standards development framework established by the P25/TIA partnership in 1993. Specifically, the most critical P25 interfaces for interoperable communications have all been addressed – the Common Air Interface (CAI), the Inter-RF Subsystem Interface (ISSI), the

Fixed/Base Station Subsystem Interface (FSSI) and the Console Subsystem Interface (CSSI). Basic protocol standards that specify the functionality and capability of these four interfaces have now been completed and published. The adoption of P25 standards is now occurring within a time frame acceptable to the emergency response community and the manufacturers, and much faster than anyone thought possible in 2004.

OIC continues to dedicate resources to ensure that each of these four interfaces has the necessary test standards in place to make sure that various manufacturer products will work together. Once a minimum number of tests have been published, OIC will bring those test suites into the DHS P25 Compliance Assessment Program (P25 CAP). In fact, because of significant OIC technical support, P25 is publishing the last of the ISSI test documents this June and is already beginning the process of bringing ISSI testing into the formal P25 CAP. The first ISSI products are expected to be delivered to agencies this fall and OIC is on schedule to ensure those products can be tested within the P25 CAP before final delivery.

The remaining four P25 interfaces, of the original P25 suite of standards, are not actively being pursued by OIC because the remaining interfaces have no direct benefit to interoperability among systems and have minimal impact on manufacturer competition.

The remaining four P25 interfaces, of the original P25 suite of standards, are not actively being pursued by S&T Directorate's Office for Interoperability and Compatibility (OIC) because the remaining interfaces have no direct benefit to interoperability among systems and have minimal impact on manufacturer competition. OIC continues to dedicate resources to ensure that the required test standards for each of the four most critical P25 interfaces are in place so the ability of various manufacturer products to work together can be tested. Once a minimum number of tests have been published, OIC will then bring those test suites into the DHS P25 Compliance Assessment Program (P25 CAP). P25 CAP will publish the last of the ISSI test documents this June. OIC is already beginning the process of bringing ISSI testing into the formal P25 CAP. The first ISSI products are expected to be delivered to agencies this fall and the OIC is on schedule to ensure those products can be tested within the P25 CAP before final delivery.

The P25 standards are being developed in accordance with Section 314 of the Homeland Security Act of 2002 as amended by P.L. 109-295, which requires the S&T Directorate's Office for Interoperability and Compatibility (OIC) "in coordination with the Federal Communications Commission, the National Institute of Standards and Technology and other federal departments and agencies with responsibility for standards, [to] support the creation of national voluntary consensus standards for interoperable communications." OIC provides resources to advance the development of these standards and for the last five years has supported the accelerated development of P25 standards to meet increasing user needs for functionally enhanced P25 equipment and systems, as well as to satisfy congressional requirements for standards development. Though the government actively participates in Telecommunications Industry Association (TIA), standards development relies on a voluntary consensus process and the government does not have direct control over the timing of the publication of these standards. The P25 vendors approve and publish these standards through the American National Standards Institute (ANSI)-accredited TIA.

OIC will continue its efforts to assist the development of technical requirements for P25 standards by proposing technical approaches for the standardized testing of the conformance, performance and interoperability of equipment implementing P25 interfaces and by formally participating as user representatives in the P25 standards development process.

Question: Do you have any concern that P25 standards will reduce the number of technologies that can strengthen interoperability between localities? In your view, are P25 standards open enough to be used by multiple manufacturers and providers, both now and in the future?

ANSWER: No. The P25 standards are not restrictive, requiring only certain functional capabilities (e.g., the ability to “talk” to other P25 equipment). The standards are also capable of adapting to accommodate new technologies without losing backward compatibility. Although we anticipate the P25 suite will be suitable for land mobile communications for a decade or more, it is possible a communications technology as yet undiscovered may test the limits of the standard. But without the right kind of standards, interoperability is probably unachievable. Standards offer an added benefit: standards increase the number of manufacturers that can provide interoperable products for emergency responders by lowering the barrier to entry into the marketplace. With effective standards, many different applications and services can be leveraged, making widespread innovation possible. The development of standards for radio systems also increases the number of applications and services that can be made available to the emergency response community. The S&T Directorate’s Office for Interoperability and Compatibility (OIC) has a forward-looking strategy to continually find opportunities for innovative emergency response solutions based on open standards development. For example, one such project, Radio Over Wireless Broadband, provides a mechanism to connect land mobile radio systems to cellular broadband systems (both commercial and private). This would not have been possible but for the availability of standards, and this project (and others like it) increases the technologies available to the emergency response community.

P25 standards are open and available so as to allow multiple manufacturers and providers. Today dozens of manufacturers provide many different products based on the P25 standards, and that number continues to grow. As each new interface is added to the P25 suite of standards, new manufacturers begin to participate and offer products. This helps create competition in the market, and there has been a marked decrease in the pricing of P25 equipment as more vendors offer more products.

P25 CAP

Question: The Project 25 Compliance Assessment Program (P25 CAP) validates that products advertised as P25 compliant actually are. In 2007, GAO expressed concerns that P25 CAP lacks sufficient testing methods to know whether P25 advertised products are indeed compliant with the standards. Dr. Boyd, what have you been doing to develop testing standards in these areas?

ANSWER: The P25 CAP allows equipment suppliers to voluntarily but formally demonstrate their products’ compliance with a select group of requirements by testing those products in DHS-recognized laboratories. These recognized laboratories are assessed for their competence in testing P25 equipment by the National Institute of Standards and Technology (NIST) Office of Law Enforcement Standards (OLES) to the selected set of P25 test standards. These laboratories then test P25 equipment supplied by manufacturers for compliance with the standards, allowing the manufacturers to formally declare their products as compliant through the Responder Knowledge Base (www.rkb.us) website operated by the Federal Emergency Management Agency (FEMA).

The S&T Directorate’s Office for Interoperability and Compatibility (OIC) has been actively involved in the development of test standards used by the P25 CAP for the four P25 interfaces that were identified as crucial for emergency response agencies to purchase and implement – the Common Air Interface (CAI), the Inter-RF Subsystem Interface (ISSI), the Fixed/Base Station Subsystem Interface (FSSI), and the Console Subsystem Interface (CSSI). In conjunction with industry, OIC has developed testing standards for the CAI and ISSI and has submitted those methodologies to the Telecommunications Industry Association (TIA). OIC has also tested and validated these procedures in its laboratory and made appropriate updates to the test standards. Lastly, OIC continues to participate in and lead, when necessary, the development of new testing standards, as new P25 interfaces are completed.

Demonstrations Resources

Question: Does S&T perceive a lack of resources that are preventing them from running more pilots with Multi-Band Radio (MBR) or Radio Over Wireless Broadband (ROW-B) technology? Do you believe these two approaches offer significant promise for addressing challenges to interoperable communications?

ANSWER: The Office for Interoperability and Compatibility (OIC), within the Science and Technology Directorate, is committed to piloting and demonstrating new technologies. To meet the critical needs of emergency responders on the front lines, OIC is engaged in a full lifecycle of initiatives from engaging users to determine their unique needs and requirements; conducting cutting-edge research and development; developing tools, technologies and processes that responders can implement in the field immediately; leading pilots and providing technical assistance to test and demonstrate the value and applicability of potential solutions; and ultimately, transitioning these solutions to the field.

Pilots are integral to this lifecycle. A single pilot demonstration in a single locality rarely generates sufficient information to serve as a national model. Because different jurisdictions and geographic regions have different needs, OIC conducts pilots and demonstrations in as many places as possible. Pilot demonstrations can influence neighboring jurisdictions, ultimately speeding adoption of technologies and lessons learned across the Nation. Lessons learned and best practices from pilots allow DHS to develop replicable tools, resources and templates that can be used by localities nationwide who are interested in similar solutions. OIC is committed to conducting new pilots within available resources.

Both Multi-Band Radio (MBR) and Radio Over Wireless Broadband (ROW-B) can play a valuable role in improving interoperable communications. The success of both projects is based on gathering requirements from emergency responders and using standards-based equipment. The S&T Directorate's Office for Interoperability and Compatibility (OIC) is committed to listening to, coordinating with and meeting the needs of emergency responders on the front lines. OIC is also partnering with emergency responders, federal agencies and standards development organizations to accelerate the development of voice and data messaging standards. These standards bring emergency responders closer to having the essential ability to seamlessly exchange critical information across disparate software systems and applications.

OIC worked with the emergency response community to identify requirements for an MBR. OIC is partnering with industry to evaluate, test and demonstrate a prototype radio that provides emergency response agencies with an unprecedented capability to communicate on all public safety radio bands, as well as on several federal military bands. The MBR is equal in form, factor and cost to existing portable radios and can offer a viable interoperable solution for emergency responders. OIC recently conducted short-term demonstrations of the MBR at Thunder Over Louisville and the Kentucky Derby. In the fall, long-term pilots will be conducted at numerous locations across the Nation.

In partnership with industry, local government, the National Institute of Standards and Technology and the Institute for Telecommunication Sciences, OIC has demonstrated how to integrate an existing radio system with emerging broadband technologies. The Radio Over Wireless Broadband (ROW-B) project allows existing radio systems to connect with advanced broadband technologies. ROW-B was successfully piloted in Washington, D.C., in 2008 in coordination with the District of Columbia's Office of the Chief Technology Officer. ROW-B is available for use by emergency response agencies across the Nation.

QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

Chris Essid, Director of the Office Emergency Communications, National Programs and Protection Directorate
Interoperable Communications

NPPD Management

Question: Please list all NPPD political employees who received bonuses in 2008. Include the position, office and bonus amount.

ANSWER: None.

Question: Please list all NPPD SES bonuses provided in 2008 by position, office and bonus amount.

ANSWER: Please see the table below.

Office	Position	Bonus %	Bonus Amount
NPPD/OIP	Director, Protective Security Coordination Division	9.3%	\$ 15,000
NPPD/OIP	Director, Partnership and Outreach Division	9.0%	\$ 15,000
NPPD/CS&C	Chief of Staff, Cyber Security and Communications	7.0%	\$ 12,360
NPPD/CS&C	Deputy Manage, National Communications System	6.9%	\$ 12,840
NPPD/CS&C	Special Assistant, Cyber and Telecommunications	4.4%	\$ 7,750
NPPD/US Visit	Director, US Visit	6.5%	\$ 10,000
NPPD US Visit	Director, Mission Operations	3.8%	\$ 5,000
NPPD/RMA	Director, Office of Risk Management and Analysis	9.0%	\$ 13,950
Total:			\$ 96,900

Question: For all NPPD employees, please list by office and pay grade level the number of non-SES employees who received a bonus or quality step increase (qsi) in 2008, the total bonus/qsi expenditures for the particular office and pay grade, and the total number of employees in the office and pay grade.

ANSWER: Please see the table on the following page.

Grade	# of Recipients	Award Type	Office	Hours Awarded	Award Amount
7	1	Indiv Cash	OUS		\$ 881.00
11	1	Indiv Cash	OUS		\$ 500.00
12	3	Indiv Cash	OUS		\$ 6,484.00
13	10	Indiv Cash	OUS		\$ 23,587.11
14	16	Indiv Cash	OUS		\$ 42,349.00
15	15	Indiv Cash	OUS		\$ 48,369.00
Total OUS					\$ 122,170.11
15	4	Indiv Cash	RMA		\$ 16,381.00
Total RMA					\$ 16,381.00
9	1	Indiv Cash	IP		\$ 3,000.00
11	5	Indiv Cash	IP		\$ 7,372.00
12	7	Indiv Cash	IP		\$ 12,181.11
13	18	Indiv Cash	IP		\$ 44,571.00
13	1	QSI Award	IP		\$ -
13	1	Time Off Award	IP	16	\$ -
14	129	Indiv Cash	IP		\$ 413,709.06
14	1	QSI Award	IP		\$ -
15	63	Indiv Cash	IP		\$ 266,777.00
15	9	QSI Award	IP		\$ -
14	1	Time Off Award	IP	24	\$ -
Total IP					\$ 747,610.17
7	2	Indiv Cash	CS&C		\$ 1,239.91
8	2	Indiv Cash	CS&C		\$ 2,565.11
9	1	Indiv Cash	CS&C		\$ 1,550.00
10	1	Indiv Cash	CS&C		\$ 1,050.00
11	3	Indiv Cash	CS&C		\$ 4,855.11
12	11	Indiv Cash	CS&C		\$ 17,444.37
13	29	Indiv Cash	CS&C		\$ 66,445.32
14	31	Indiv Cash	CS&C		\$ 90,961.84
14	1	Time Off Award	CS&C	24	\$ -
15	33	Indiv Cash	CS&C		\$ 131,839.22
Total CS&C					\$ 317,950.88
12	2	Indiv Cash	US Visit		\$ 3,200.00
13	7	Indiv Cash	US Visit		\$ 13,550.00
14	27	Indiv Cash	US Visit		\$ 73,300.00
14	1	Time Off Award	US Visit	24	\$ -
15	60	Indiv Cash	US Visit		\$ 199,550.00
15	1	Time Off Award	US Visit	24	\$ -
Total US Visit					\$ 289,600.00

Question: Please provide for the record a table that shows all funds expended by NPPD political employees for travel in 2008. Include name of individual traveling, purpose of travel, location(s) visited, and total cost.

ANSWER: Please see the table that follows.

Name	Purpose of travel	Location Visited	Cost (\$)
BROWN, JULIE	NONE		
BURNS, PATRICK	State and Local Fusion Center Conf	San Francisco, CA	\$ 2,050.95
	Attend UASI Risk Con with ASIP	Manhattan, NY	\$ 624.95
	Attend NOLA Hurricane Prep Conf with ASIP	New Orleans, LA	\$ 1,145.45
	Attend Northcom HD/CS CBA	Colorado Springs, CO	\$ 1,297.45
	IED awareness event	Houston, TX	\$ 1,553.95
	Total		\$ 6,672.75
CARROLL, JASON	2007 S&T Stakeholders Conf	Los Angeles, CA	\$ 1,351.60
	NBAF Draft EIS Public Meeting	San Antonio, TX	\$ 1,055.25
	IGP/DHS Rep at the Public Event	Old Saybrook, CT/Suffolk County, NY	\$ 1,638.34
	FEMA Grants National After Actions Conf	San Francisco, CA	\$ 1,697.23
	Total		\$ 5,742.42
CHARBO, LAWRENCE S.	Parking/TMC ticket fee	Local Travel	\$ 113.20
	Parking	Local Travel	\$ 56.00
	Parking	Local Travel	\$ 47.00
	Senior Leadership Office	Cambridge, MD	\$ 618.85
	CNSS Conference	Farmington, PA	\$ 286.43
	Panel participation with Karen Evans	Cambridge, MD	\$ 111.10
	Total		\$ 1,232.58
FULLERTON, LAURA	Parking	Local Travel	\$ 17.00
	Total		\$ 17.00
GARCIA, GREGORY	Information Risk Mgmt Exec Workshop	Hanover, NH	\$ 765.88
	CIP Congress	San Diego, CA	\$ 810.07
	President's NSTAC Offsite Mtg.	Orlando, FL	\$ 1,677.24
	Keynote Speaker, 2007 Exec Leadership Conf	Williamsburg, VA	\$ 322.38
	Keynote Speaker, 3rd Annual Cyber Sec Tabletop	Dover, DE	\$ 182.84
	Panel speaker, TechNet North 2007 Conf	Boston, MA	\$ 382.65
	Keynote Speaker, AF Cyberspace Symposium	Shreveport, LA	\$ 816.07
	Keynote Speaker, Metro NYC InfraGard Members	Manhattan, NY	\$ 1,237.38
	Keynote Speaker	Las Vegas, NV	\$ 983.17
	2008 IAWS Conf	Philadelphia, PA	\$ 501.38
	Fidelity Invest.-Firm Wide Info Sec Briefing	Boston, MA	\$ 445.22
	Public Safety Interoperable Comm Grant Prog Invest	St. Louis, MO	\$ 1,298.80
	DHS Leadership Conf	Cambridge, MD	\$ 563.05
	CRT CRIM-2008 Crystal Ball Conf	Montreal, CAN	\$ 1,542.68
	US Secret Svc Electronic Crimes Task Force Quarterly	Fort Lauderdale, FL	\$ 953.20
	RSA 2008 Conf	San Francisco, CA	\$ 2,340.21
	2008 Nebraska Cyber Sec Conf	NE	\$ 684.21
	2008 Multi-State Info Sharing and Analysis Center	Seattle, WA	\$ 1,850.40
	NSTAC Industry Exec Committee	Chicago, IL	\$ 609.37
	CIP Congress	San Diego, CA	\$ 810.07
	Exec Dinner Assoc w/Sec thru Info Risk Mgmt Exec for CISOs	Hanover, NH	\$ 765.88
	President's NSTAC Offsite Mtg.	Orlando, FL/Detroit, MI	\$ 1,677.24
	Secret Svc Electronic Crimes Task Force Quarterly Mtg.	San Francisco, CA	\$ 1,903.60
	3rd Annual IT Security Conf	Houston, TX	\$ 1,046.28
	Total		\$ 24,169.27

Name	Purpose of travel	Location Visited	Cost (\$)
KREBS, CHRISTOPHER	A/S's Presentation to Naval Post-Graduate School	Monterey, CA	\$ 1,669.95
	State and Local Fusion Center Conference	San Francisco, CA	\$ 1,831.00
	DOE with A/S Stephan	Tampa, FL	\$ 839.95
	Defense Industrial Base Conference	Miami, FL	\$ 748.45
	Visit Chicago water treatment, Steel Plant	Houston, TX/Valparaiso, IN	\$ 1,563.20
	IP/ISCD Agri-Business Conference	State College, PA	\$ 366.04
	Anti-Terrorism Conference	St. Louis, MO	\$ 924.51
	Senior Leadership IP Offsite	Shepherdstown, WV	\$ 355.60
	Gulf Region PSA Hurricane Conference	New Orleans, LA	\$ 1,135.01
	MJIEDP Press event and Facility visit	Houston, TX	\$ 1,498.73
	NY HAS Balboni	Manhattan, NY	\$ 775.95
	Meet with Government of Brazil & Argentina	Brasilia, BRA/Rio De Janeiro, BRA	\$ 11,814.99
	Travel with A/S Stephan to Nashville for Speech on Sept 11	Nashville, TN	\$ 838.97
	NATO CIP Working Group Meeting	Brussels, BEL/London, GBR	\$ 3,094.35
	Travel with A/S Stephan to Charlotte for Speech	Charlotte, NC	\$ 1,398.20
Total			\$ 28,854.90
MCDONALD, MELISSA	G8 Lyon-Roma Meeting	Tokyo City, JPN	\$ 3,458.40
	Parking/Taxi	Local Travel	\$ 163.50
	Parking/Taxi	Local Travel	\$ 270.00
Total			\$ 3,891.90
STEPHAN, ROBERT	Parking	Local Travel	\$ 59.80
	DHS Senior Leadership Retreat	Cambridge, MD	\$ 537.00
	Parking	Local Travel	\$ 106.93
	Speaker at Fusion Center	San Francisco, CA	\$ 2,109.45
	Speaker at Joint Working Group Hosted by Dept Energy	Tampa, FL	\$ 924.95
	DIP CIP Conf	Miami, FL	\$ 1,194.20
	Conference Speaker	Houston, TX/ Chicago, IL	\$ 2,025.70
	MISC	Local Travel	\$ 226.92
	Discussion with the Gov of Trinidad	Port of Spain, TRI	\$ 1,049.95
	UASI/Port Authority Conf	Manhattan, NY	\$ 769.95
	St. Louis 2008 Corporate Anti-Terrorism Conf	St. Louis, MI	\$ 1,578.45
	IP Senior Leadership Off-Site Conf	Shepherdstown, WV	\$ 396.90
	Gulf Coast Area/South East Area PSA Mtg.	New Orleans, LA	\$ 1,154.95
	Traveling w/Congresswoman Jackson-Lee site visits	Houston, TX	\$ 1,335.95
	American Petroleum Institute	Staten Island, NY/Manhattan, NY	\$ 1,124.95
	Traveling w/U/S Jamison to meeting	Brasilia, BRA/Buenos Aires, ARG	\$ 14,299.55
	To meet with local officials	Nashville, TN	\$ 864.95
	NC/SC Terrorism Conference	Charlotte, NC	\$ 1,383.20
	Parking	Local Travel	\$ 62.80
Total			\$ 31,206.55
JAMISON, ROBERT D	Parking	Local Travel	\$ 40.49
	Parking	Local Travel	\$ 29.05
	Parking	Local Travel	\$ 61.89
	Parking	Local Travel	\$ 95.40
	Parking	Local Travel	\$ 18.45
	NSTAC IES Conference	Williamsburg, VA	\$ 365.06
	DHS Senior Leadership Offsite	Cambridge, MD	\$ 621.07

Name	Purpose of travel	Location Visited	Cost (\$)
	HFSCI Offsite	Warrenton, VA	\$ 172.50
	San Francisco, CA	San Francisco, CA	\$ 1,881.90
	Meeting with AT&T	Parsippany, NJ	\$ 1,097.75
	Meeting with Dept Heads of CTR Science Dept at CMU	Pittsburgh, PA	\$ 1,162.48
	Keynote speaker at GFIRST Conference	Orlando, FL	\$ 802.70
	Meeting w/Senior Govt Officials	Brasilia, BRA/Rio De Janeiro, BRA	\$ 11,812.51
	Disaster Recovery In Transportation Conf	Memphis, TN	\$ 1,393.95
	Total		\$ 19,555.20
NICHOLS, FREDERIC	Parking/Taxi	Local Travel	\$ 102.24
	Parking/tolls	Local Travel	\$ 86.43
	Parking	Local Travel	\$ 36.00
	TYCO Plant	Manchester, NH	\$ 895.20
	Total		\$ 1,119.87
PETERA, ANNE	Parking	Local Travel	\$ 17.00
	Parking/Taxi	Local Travel	\$ 43.00
	Parking/toll/mileage	Local Travel	\$ 106.32
	Parking	Local Travel	\$ 40.08
	Parking	Local Travel	\$ 37.00
	NNALEA Conference	Memphis, TN	\$ 1,063.28
	Consumer Electronics Association Show	Las Vegas	\$ 1,783.24
	NACO, Criminal Justice and Public Safety Full Committee Retreat	Wilmington, NC	\$ 496.44
	Senior Retreat	Cambridge, MD	\$ 505.00
	Mississippi Homeland Security Conference	Robinsonville, MS	\$ 1,100.45
	Meeting with Governor to talk Real ID	Reno, NV	\$ 1,025.45
	FLETC Conference	Jekyll Island, GA	\$ 1,002.45
	Homeland Sec Advisory Council/AI/MI Hurricane Conf	Atlanta, GA/Mobile Facilities/AL	\$ 2,153.45
	Funeral of member of HSAC	Indianapolis, IN	\$ 839.73
	US Conference of Mayors Annual Meeting	Miami, FL	\$ 1,646.89
	National Governor's Association Conf	Philadelphia, PA	\$ 849.95
	National Conference of State Legislatures	New Orleans, LA	\$ 1,446.01
	Meet HSA of NC	Raleigh, NC	\$ 743.95
	Rebuild Iowa meeting	Cedar Rapids, IA/Boise, id	\$ 2,370.96
	Meeting with Mayor of St. Paul	Green Bay, WI/St Paul, MN	\$ 367.00
	Total		\$ 17,637.65
TYSARCZYK, ERIC	NONE		
CASH, EDWARD	tolls/mileage	Local Travel	\$ 79.20
	FEMA Region 1 HAS Conf/ US Con of Mayors	Newport, RI/Miami, FL	\$ 3,306.20
	Annual Mtg	Houston, TX	\$ 3,686.45
	Hurricane Ike		
	Total		\$ 7,071.85
MCALPIN, LUKE	Mississippi Homeland Security Conf	Robinsonville, MS	\$ 260.00
	Total		\$ 260.00

Question: Please list the number, by office and pay grade level, of all NPPD employees hired non-competitively in fiscal year 2008.

ANSWER: Please see the table that follows.

OFFICE	TITLE	BRANCH	DIVISION	LAST NAME	FIRST NAME	GRADE	EOD
NPPD	Chief of Staff		OUS	Hanna-Ruiz	Jeanette	GS-15	08/03/08
NPPD	Management and Program Analyst	IMBC	OUS	Moore	Deborah	GS-14	08/03/08
US-VISIT	Analytic Security Officer	Identity Services Branch	PIMS	Harps	Elton	GS-14	03/04/08
US-VISIT	Budget Analyst	Budget and Financial Management Branch	PM	Hendershot	Vicki	GS-14	07/21/08
US-VISIT	Analytic Security Officer	Identity Services Branch	PIMS	Imbach	Thomas	GS-14	8/31/08

NPPD Contracts

Question: Update and submit, through the most recent month available, the list provided in last year's hearing record (2009, Part 3, pages 60-63) regarding Sole Source Contracts. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: Please see the table below.

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Reason for Sole Source
HSQDC-08-C-00007	BOWHEAD SCIENCE AND TECHNOLOGY LLC	Meeting and Conference Support	\$1,794,824.00	\$ 1,794,824.00	11/30/2007	09/29/2009	Authorized by Statute
GS-06F-0078Z	ARROWHEAD GLOBAL SOLUTIONS, INC.	PROGRAM MANAGEMENT/SUPPORT SERVICES	\$1,325,363.16	\$ 1,804,761.14	12/08/2007	10/12/2008	Authorized by Statute
GS-10F-0037N	CAPGEMINI GOVERNMENT SOLUTIONS LLC	ONGOING AUDIT OPERATIONS SUPPORT	\$ 41,485.08	\$ 124,455.24	01/15/2008	04/14/2008	Only One Source - Other
GS-35F-0306J	BOOZ ALLEN HAMILTON INC.	OTHER ADP & TELECOMMUNICATIONS SERVICES	\$ 42,915.00	\$ 42,915.00	01/16/2008	02/15/2008	Simplified Acquisition Procedures Non-Competitive
GS-35F-0306J	Booz Allen Hamilton	OTHER ADP & TELECOMMUNICATIONS SERVICES	\$ 144,296.00	\$ 366,032.00	02/16/2008	12/31/2008	Follow-on contract
GS-23F-9755H	BOOZ ALLEN HAMILTON INC.	Sole Source Bridge to BAH for PCII Program Support Services The purpose of this Procurement Request is to request a 3-month sole source bridge task order to Booz Allen Hamilton to continue the PCII	\$ 544,427.18	\$ 907,487.08	02/22/2008	08/04/2008	Only One Source - Other

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Reason for Sole Source
HSHQDC-08-C-00025	NETWORK SECURITY SYSTEMS PLUS LLC	COTR: Richard Harris 703-235-5152 Period of Performance: 10/01/07 to 9/30/08 The purpose of this PR is to provide funding for administrative services and support for the Office of Cyber Security.	\$3,338,522.02	\$ 3,338,522.02	03/04/2008	09/03/2009	Authorized by Statute
HSHQDC-08-P-00134	ACCESS INTELLIGENCE LLC	Economic Handbook	\$ 18,500.00	\$ 18,500.00	04/09/2008	05/13/2009	Authorized by Statute
GS-23F-9806H	SYSTEMS RESEARCH AND APPLICATIONS CORPORATION	This is a bridge contract for SRA contract support to OEC.	\$ 460,874.00	\$ 460,874.00	05/12/2008	12/12/2008	Follow-on contract
HSHQDC-08-C-00089	NDO TECH SOLUTIONS, INC.	Funding for the US-Canada Critical Infrastructure Interdependence Project	\$ 621,549.60	\$ 621,549.60	06/16/2008	01/15/2009	Authorized by Statute
HSHQDC-08-P-00159	ASIS INTERNATIONAL	American Society for Industrial Security (ASIS) International yearly membership.	\$ 8,500.00	\$ 93,500.00	01/01/2009	12/31/2009	Unique Source
HSHQDC-08-P-00181	ORATOR PLUS, INC.	The purpose of this Sole Source requisition is to procure equipment and Proprietary Software for use by Protective Security Coordination Personnel while assisting National Guard personnel	\$ 75,000.00	\$ 75,000.00	07/21/2008	07/20/2009	Only One Source -- Other
HSHQDC-08-P-00176	IMOVE, INC	Upgrade existing CBAT 360 degree camera equipment and obtain maintenance support for the equipment. Equipment is used for conducting vulnerability assessments.	\$ 25,253.76	\$ 25,253.76	07/25/2008	07/24/2009	Only One Source -- Other
GS-23F-9755H	BOOZ ALLEN HAMILTON INC.	ACCOUNTING OR FINANCIAL SERVICES	\$ 397,782.17	\$ 397,782.17	08/01/2008	01/31/2009	Only One Source -- Other
GS-23F-0025K	BOOZ ALLEN HAMILTON INC	ENGINEERING & TECHNICAL SERVICES	\$3,426,759.95	\$14,037,358.76	08/01/2008	05/31/2009	*See Below
HSHQDC-08-C-00118	PERFORMANCE-BASED SOLUTIONS, INC.	This is a time and materials contract for use by OIP for meeting, conference, and event support, which includes, providing all labor, facilities, and equipment.	\$ 286,954.99	\$ 882,480.94	09/02/2008	09/01/2009	Authorized by Statute
GS-10F-0237L	GENERAL DYNAMICS ADVANCED INFORMATION SYSTEMS, INC.	OTHER MANAGEMENT SUPPORT SERVICES	\$ 907,441.00	\$ 1,804,583.01	09/03/2008	08/02/2009	Only One Source -- Other
HSHQDC-08-C-00148	LUX CONSULTING GROUP, INC.	OEC's conference and working group meeting requirements.	\$1,016,162.18	\$ 3,082,751.29	09/22/2008	09/21/2009	Authorized by Statute
HSHQDC-08-C-00090	NATIONAL ACADEMY OF SCIENCES	Risk Analysis Study	\$ 759,277.00	\$ 935,500.00	09/29/2008	12/29/2009	Authorized by Statute
HSHQDC-08-C-00195	JRD & ASSOCIATES, INC.	This PR requires 4th Qtr funding. This PR is to provide policy development services to HITRAC, and initiates a three-year (base plus two yrs) contract, directed award to an 8(a) SDB, JRD & Associates	\$ 609,178.00	\$ 3,498,453.00	09/30/2008	09/29/2011	Authorized by Statute
HSHQDC-08-C-00177	JRD & ASSOCIATES, INC.	Future Year Assessments and Mapping Resources of Critical Infrastructures and Key Resources (CIKR) -- 8(a) Direct Source	\$1,051,390.00	\$ 3,054,358.00	10/01/2008	04/30/2011	Authorized by Statute

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Reason for Sole Source
HSHQDC-08-C-00185	KNOWLEDGE ADVANTAGE INC	SERVICING AGENCY: Please email countersigned copy to: prepaawards@dhs.gov, and attn: Mark Deem, (703) 235-5567. Our Agency Location Code is 70091512.	\$ 143,120.00	\$ 1,959,649.32	09/30/2008	12/29/2009	Authorized by Statute
HSHQDC-08-C-00188	THE CONFERENCE BOARD INC	Services	\$1,124,375.00	\$ 1,124,375.00	09/30/2008	09/29/2009	Only One Source -- Other
HSHQDC-09-C-00003	RLM COMMUNICATIONS, INC.	COMMUNICATIONS SERVICES	\$ 375,000.00	\$ 2,845,967.20	10/08/2008	10/07/2011	Authorized by Statute
HSHQDC-09-P-00007	THE NEW YORK TIMES COMPANY	NEWSPAPERS & PERIODICALS	\$ 7,018.00	\$ 7,018.00	10/19/2008	11/18/2008	Only One Source -- Other
HSHQDC-09-P-00005	THE WASHINGTON POST COMPANY	NEWSPAPERS & PERIODICALS	\$ 18,057.16	\$ 18,057.16	10/19/2008	10/26/2008	Only One Source -- Other
HSHQDC-09-P-00006	DOW JONES & COMPANY INC	NEWSPAPERS & PERIODICALS	\$ 10,457.46	\$ 10,457.46	10/21/2008	11/04/2008	Only One Source -- Other
HSHQDC-09-P-00010	ENTERPRISE MEDIA GROUP, INC	NEWSPAPERS & PERIODICALS	\$ 4,800.00	\$ 4,800.00	10/24/2008	11/06/2008	Only One Source -- Other
HSHQDC-09-C-00028	AT&T CORP.	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 24,000.00	\$ 24,000.00	01/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-09-C-00029	QWEST GOVERNMENT SERVICES INC	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 16,000.00	\$ 16,000.00	01/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-09-C-00033	CELLCO PARTNERSHIP	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 16,000.00	\$ 16,000.00	01/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-09-C-00027	VERIZON SERVICES CORP	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 16,000.00	\$ 16,000.00	01/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-09-C-00026	SPRINT COMMUNICATIONS COMPANY LP	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 23,000.00	\$ 23,000.00	01/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-09-C-00024	MCI COMMUNICATIONS SERVICES INC	Communications Services Authorization (CSA) to cover expenses for industry contractor representative.	\$ 16,000.00	\$ 16,000.00	02/01/2009	12/31/2009	Only One Source -- Other
HSHQDC-06-D-00032	ELECTRONIC DATA SYSTEMS, LLC	This PR is to add funding to the master task order under contract HSHQDC-06-D-00032.	\$ 137,660.34	\$ 137,660.34	04/07/2009	07/06/2009	Follow-on Delivery Order Following Competitive Initial Order
HSHQDC-06-D-00032	ELECTRONIC DATA SYSTEMS, LLC	The purpose of this PR is to provide all labor, services, facilities and leased equipment necessary to complete the planning, engineering and implementation of the system operational environment at the data center. This PR will be adding funding to the master task order under contract HSHQDC-06-D-00032.	\$ 90,838.09	\$ 90,838.09	04/13/2009	06/11/2009	Only One Source -- Other

* NOTE: The United States Department of Homeland Security has provided the following information for Document Award Number GS-23F-0025K.

Description of action: The GSA task order was awarded under FAR Part 8.405-6, Limited sources justification and approval (Note that orders against a GSA contract are not subject to Far Part 6). A justification was approved for a single source on 9/18/08. The action was intended to be a "bridge" task order until the new SETA contract was awarded. However, due to numerous delays and changes in personnel, the SETA awards did not take place until 6/30/09. The original thought, which seems to be backed by the structure of the bridge task order, was that there were multiple option periods in which the Government could easily end the order once the DHS IDIQ contracts were put into place.

We are extending it currently for two extra months, through 10/31/09 pending the award of the new competitive task orders under the IDIQ contracts awarded at the end of June. Originally it was anticipated the follow-on orders would be awarded by the end of this month, but that might be delayed by a week or two pending the release of final instructions to the vendors regarding their submissions under the new task orders. We intend to establish a new contracting vehicle for these services, and they are being done competitively.

Scope: Systems Engineering Technical Assistance (SETA) support services.

Scope of Work

The Contractor shall provide scientific, engineering, technical assistance (SETA) and programmatic support to the NCS, OEC, NCSD and NCCC. This effort is in support of their missions in ensuring the provisioning and restoration of adequate NS/EP communication support for the Federal Government.

Objectives

The objective of this Statement of Work (SOW) is to provide technical, analytical, and logistical support to the above-mentioned offices in its efforts to manage and facilitate all processes and procedures associated with Governmental Affairs. This includes:

- Assisting in the administration of the President's NSTAC process, preparation of education and awareness outreach materials, and information brochures containing a high level overview of the NSTAC mission, membership, challenges and accomplishments. The Government shall distribute the brochures and any other outreach materials in response to external inquiries and at NSTAC, Industry Executive Subcommittee (IES), and related Task Force meetings. This work also includes technical, analytical and logistical support to the OMNCS in its efforts to manage and facilitate all processes and procedures associated with the administration of the COP and COR process. This work provides support to the NCS in the production of the NCS Fiscal Year Reports and NCS anniversary publications. Facilitation of these processes will ensure compliance with E. O. 12472 which established the NCS.
- Providing technical and analytical support to the OMNCS CIP Division in the area of: 1) control planning and management, 2) operational analysis, resource and capability requirements development, 3) analytical tool and procedure development, and 4) analytical studies and documentation.
- Supporting the CIP-CS Program in its mission to ensure strategic improvements for the security of the U.S. critical cyber infrastructure, which directly support NS/EP telecommunications.
- Providing expertise to support the OMNCS integration and program management efforts. This support includes facilitating collaboration between all Government/Industry partners and the OMNCS, coordinating and tracking project

schedules, and ensuring that consistent and timely deliverables maximize the efficiency and effectiveness of the NCS' mission performance.

- Supporting aspects of the NCC operational mission, including review of procedural documents; support to NCC international missions; joint Government/Industry operations support; analysis of telecommunications emergencies; and identification and implementation of operational support methodologies, hardware and software.
- Obtaining a modern, state-of-the-art communications modeling and analysis capability that employ graphic mapping tools and databases comprised of a wide variety of communications infrastructure data provided through carrier agreements and/or purchase. Provide expert communications analyses using tools developed under this Statement of Work.
- Assisting NCS in analyzing cyber and physical threats and network vulnerabilities affecting the PN, as well as a strong understanding of risk and threat assessment methodologies.
- Accommodating the growth in non-wartime emergencies, CIP, and asymmetric threats, support services are needed to respond to emerging NS/EP requirements and guidelines and to develop plans and policies supporting the NCS NS/EP telecommunications mission.
- Researching, understanding and synthesizing procedures, protocols, and technical capabilities that would enable the NCCC. In addition, test and validation of those capabilities that would allow and facilitate information sharing and deliberation among the NCCC stakeholders, whether by secure or non-secure video, voice, data, text, or other means including the public telephone network will be performed.

Question: Please provide for the record a list of all contracts over \$1 million in total value executed by NPPD in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firm fixed price, etc.).

ANSWER: Please see the table that follows. (At the time of the request, the procurement system that electronically stores all of the acquisition data had intermittent system outages. Partial information was pulled during the times the system was available. The Department will provide this information as soon as the data can be compiled, expected June 30, 2009.)

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
2006CS00100000102	TRUSTEES OF DARTMOUTH COLLEGE	To strengthen Department of Homeland Security through research, education, and outreach programs that focus on technology critical for cyber security and emergency preparedness and response	\$ 8,340,000.00	\$24,000,000.00	9/30/2006	7/31/2009	Grant
2008PD066CS0001	UNIVERSITY OF TEXAS-SAN ANTONI	Develop, evaluate, and implement the Community Cyber Security Maturity Model	\$ 4,000,000.00	\$ 4,000,000.00	9/30/2008	9/29/2010	Grant
674S50026	TECHNOLOGY & MANAGEMENT SERVIC	NSCD Support	\$ 3,013,623.64	\$12,052,209.67	3/1/2005	5/30/2009	T&M

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
674W50064	SYSTEMS RESEARCH & APPLICATION	Provide engineering and planning; implementation and integration; communications services; and operations, administration, maintenance, and provisioning support as required for legacy GETS services as well as future services that ensure NS/EP communication	\$ 5,628,550.77	\$6,512,454.00	7/18/2008	9/30/2009	IAA
HSHEDC08X00539	DEFENSE INFORMATION TECHNOLOGY	Provide engineering and planning; implementation and integration; communications services; and operations, administration, maintenance, and provisioning support as required for legacy GETS services as well as future services that ensure NS/EP communication	\$ 6,512,454.00	\$6,512,454.00	7/18/2008	9/30/2009	IAA
HSHQDC05F00184	COMPUTER SCIENCES CORPORATION	Management, consulting and technical support	\$ 3,348,367.00	\$ 13,883,575.00	11/1/2008	10/31/2009	CPFF
HSHQDC05X00036	DEPARTMENT OF ENERGY	Provide technical and operational services to IA and IPFS Division	\$ 13,854,307.00	\$ 59,724,907.00	9/1/2005	6/30/2010	IAA
HSHQDC06C00045	NATL CYBER SECURITY ALLIANCE	Cyber Security Awareness	\$ 1,436,500.00	\$ 3,576,500.00	5/10/2008	5/9/2009	FP
HSHQDC06F00061	BOOZ ALLEN HAMILTON INC.	Support Services for Business Operations/Continuity of Operations	\$ 2,612,553.67	\$ 14,790,800.22	3/1/2006	7/31/2008	T&M
HSHQDC06F00232	MISSING LINK COMMUNICATIONS	IT Security Program Support	\$ 2,128,276.07	\$ 4,563,104.00	8/17/2006	4/16/2009	T&M
HSHQDC06F00257	COMPUTER SCIENCES CORPORATION	Professional services to support HITRAC	\$ 1,099,605.25	\$ 4,317,890.86	9/8/2008	9/7/2009	Reimbursable Agreement
HSHQDC06J00276	TOUCHSTONE CONSULTING GROUP	Professional services	\$ 3,344,658.00	\$ 17,193,398.28	4/1/2009	6/30/2009	T&M
HSHQDC06X00096	DEPARTMENT OF ENERGY	Control systems security program support	\$ 10,801,926.00	\$ 38,206,307.79	2/6/2006	4/30/2009	IAA
HSHQDC06X00665	UNITED STATES DEPT OF ENERGY	The protective security analysis capability	\$ 6,300,000.00	\$ 38,300,000.00	9/29/2006	4/30/2008	IAA
HSHQDC07C00109	BERING STRAITS INFORMATION TECH	Public safety interoperable communications consulting services	\$ 1,099,961.00	\$ 3,299,893.00	10/1/2007	9/26/2009	T&M
HSHQDC07F00028	ICF CONSULTING SERVICES, LLC	Management, Analytical, and Technical Support of NIPP/PMO	\$ 6,814,533.28	\$ 20,740,228.28	3/1/2007	2/28/2010	FFP & T&M
HSHQDC07F00034	SYSTEMS PLANNING & ANALYSIS IN	Servers and for continued management and analytical support	\$ 3,077,280.95	\$ 10,647,473.34	4/23/2007	7/22/2008	FFP & T&M
HSHQDC07F00097	SYSTEMS RESEARCH & APPLICATION	Development and support services for the Automated Critical Asset Management	\$ 1,192,878.48	\$ 2,707,537.86	5/9/2007	4/5/2008	LOE

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
		System (ACAMS)					
HSHQDC07F00124	BOOZ ALLEN HAMILTON INC.	NCS SETA Bridge Support	\$ 24,428,964.49	\$ 30,270,249.30	5/1/2007	7/31/2008	T&M
HSHQDC07F00126	SYTEX, INC	NCS SETA bridge Support	\$ 1,125,754.09	\$ 1,693,217.74	5/1/2007	7/31/2008	T&M
HSHQDC07F00157	CENTRA TECHNOLOGY INC	Infrastructure risk assessment services	\$ 4,899,623.36	\$ 5,399,623.35	8/1/2007	7/31/2008	T&M
HSHQDC07F00234	SYTEX, INC	Security Escort Services To Preparedness Directorate	\$ 1,324,018.18	\$ 4,953,310.00	9/27/2007	9/26/2012	LOE
HSHQDC07F00240	SRA INTERNATIONAL, INC.	Programmatic and technical program support for the Chemical and Nuclear Preparedness and Protection Division	\$ 5,837,768.00	\$ 28,328,804.00	9/30/2007	9/29/2012	T&M
HSHQDC07F00248	SECURE SOLUTIONS INTL INC	Chemical Security Plan Reviews for CNPPD	\$ 1,251,111.60	\$ 4,435,741.20	9/30/2007	9/29/2009	T&M
HSHQDC07J00051	ENVIRONMENTAL SYS RESEARCH	Geospatial Software Engineering and Analytical Support Services	\$ 4,540,089.30	\$ 17,710,250.26	7/26/2006	7/25/2011	FFP
HSHQDC07J00458	TOUCHSTONE CONSULTING GROUP	Labor in Support of the National Cyber Security Division's (NCSD), Program Management Office (PMO) for the Information Systems Security Line of Business (ISS/LOB)	\$ 1,011,456.00	\$ 2,515,374.00	8/1/2007	7/31/2009	T&M
HSHQDC07J00634	ICF INCORPORATED, LLC	DHS Professional & Program Management Support Services	\$ 2,902,291.00	\$ 15,102,941.00	9/30/2007	9/29/2012	T&M
HSHQDC07J00693	GENERAL DYNAMICS ONE SOURCE LL	Integration and Support Services	\$ 25,571,842.00	\$ 33,594,597.00	10/1/2007	5/31/2009	Unavailable
HSHQDC07X00203	USA CECOM	Technical expertise in support of the Office of Infrastructure Protection	\$ 1,720,625.00	\$ 3,288,125.00	2/8/2007	2/7/2008	CECOM
HSHQDC07X00422	UNITED STATES DEPT OF ENERGY	DOE/Sandia Laboratory for the Modeling, Simulation, and Knowledge Management System Development at the National Infrastructure Simulation & Analysis Center (NISAC)	\$ 8,400,000.00	\$ 69,582,500.00	6/1/2007	2/29/2012	IAA
HSHQDC07X00423	LOS ALAMOS NATL SECURITY LLC	DOE/Los Alamos Laboratory for the Modeling, Simulation, and Knowledge Management System Development at the National Infrastructure Simulation & Analysis Center (NISAC)	\$ 9,900,000.00	\$ 71,819,138.00	6/1/2007	2/29/2012	IAA
HSHQDC07X00580	DEFENSE INFORMATION TECHNOLOGY	WPS/GETS/SRAS/NGN Support	\$ 2,069,395.09	\$ 3,727,194.25	6/11/2007	6/10/2008	IAA
HSHQDC07X00598	GSA	HSDN Service and Installation per site	\$ 1,900,000.00	\$ 3,513,045.45	9/1/2007	8/31/2009	IAA

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
HSHQDC07X00600	DEFENSE INFORMATION TECHNOLOGY	Situational Awareness & Operations Support Desks	\$ 1,678,333.77	\$ 7,205,754.78	8/8/2007	2/21/2009	IAA
HSHQDC08C00007	BOWHEAD SCIENCE AND TECHNOLOGY	Integration Management Control Planning	\$ 1,794,824.00	\$ 3,040,132.30	11/30/2007	9/29/2009	T&M
HSHQDC08C00007	BOWHEAD INFORMATION TECH SVC	Integration Management Control Planning	\$ 1,810,888.85	\$ 3,040,132.30	11/30/2007	9/29/2009	T&M
HSHQDC08C00025	NETWORK SECURITY SYSTEMS PLUS	Administrative support services in support of DHS Office of Cyber Security & Communications (CS&C) and National Cyber Security Division (NCSD)	\$ 3,338,522.02	\$ 3,338,522.02	3/4/2008	3/3/2009	T&M
HSHQDC08C00093	BOOZ ALLEN HAMILTON INC.	Support to the Infrastructure Information Collection Division and the Protected Critical Information Program Office	\$ 1,767,559.75	\$ 9,298,053.24	8/5/2008	8/4/2009	FP
HSHQDC08C00114	CENTRA TECHNOLOGY INC	Security Strategies Support, Risk Integration an Analysis Support, Contract Management	\$ 6,455,528.63	\$ 39,834,754.24	7/30/2008	5/14/2013	FP
HSHQDC08C00177	JRD & ASSOCIATES, INC	Professional assessment and analysis support services	\$ 1,051,390.00	\$ 3,054,358.00	9/30/2008	4/30/2011	FP
HSHQDC08C00188	THE CONFERENCE BOARD INC	Research Reports on Security Awareness for Corporate Executives	\$ 1,124,375.00	\$ 1,124,375.00	9/30/2008	9/29/2009	FP
HSHQDC08C00197	ELECTRIC POWER RESEARCH INSTIT	Regional Technology 6X Funds - Recovery Transformer	\$ 2,000,000.00	\$ 2,800,000.00	9/30/2008	4/30/2009	T&M
HSHQDC08F00010	BOOZ ALLEN HAMILTON INC.	Law Enforcement Intelligence/Strategic Initiatives Outreach/Awareness/Plans/Programs	\$ 9,297,735.08	\$ 9,297,735.08	12/3/2007	11/3/2008	Labor Hour
HSHQDC08F00011	ARROWHEAD GLOBAL SOLUTIONS, IN	Managed network and Operation Support Services for the Critical Infrastructure Warning Information Network (CWIN)	\$ 3,272,800.00	\$ 3,272,799.99	12/7/2007	10/12/2008	FFP & T&M
HSHQDC08F00013	PCI COMMUNICATIONS, INC	Professional services and data	\$ 1,506,767.60	\$ 6,994,926.16	1/28/2008	11/15/2012	T&M
HSHQDC08F00014	ARMOR GROUP INTL TRAINING, INC	Protective Measures Planning and Technical Support (PMPTS) Training	\$ 1,424,148.70	\$ 7,367,327.75	2/24/2008	2/23/2013	FP
HSHQDC08F00035	EPSILON SYSTEMS SOLUTIONS INC	Professional Engineering Services	\$ 2,687,667.19	\$ 2,873,592.20	4/7/2008	9/30/2009	FP & T&M
HSHQDC08F00064	SYSTEMS RESEARCH & APPLICATION	Technical and administrative support services to the Office of Emergency Communications (OEC)	\$ 2,238,851.00	\$ 2,238,851.00	5/15/2008	12/12/2008	T&M
HSHQDC08F00094	SYSTEMS PLANNING & ANALYSIS IN	Program Level Management and Analytical Support Services for the Office of	\$ 5,298,830.16	\$ 22,334,088.88	7/23/2008	7/22/2012	FFP

Document Award Number	Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
		Infrastructure Protection, Protective Security Coordination Division					
HSHQDC08F00108	BOOZ ALLEN HAMILTON INC.	National Communications System's National Security/Emergency Preparedness Scientific, Engineering and Technical Assistance	\$ 5,535,048.46	\$ 15,897,698.95	8/1/2008	5/31/2009	T&M
HSHQDC08F00130	URS GROUP INC	Consulting Services to provide Protective Measures Planning and Technical Support to the Office of Infrastructure Protection, Protective Security Coordination Division	\$ 3,765,989.19	\$ 28,485,062.33	9/20/2008	8/19/2013	FFP, LOE, & Reimbursable
HSHQDC08F00137	BOOZ ALLEN HAMILTON INC.	Professional Support Services to the Business Operations and Training Infrastructure within the NPPD	\$ 2,321,721.17	\$ 2,321,721.17	8/1/2008	1/31/2009	LOE
HSHQDC08F00153	TECHNOLOGY & MANAGEMENT SERVICE	Program and management support services to the National Cyber Security Division (NCSA)	\$ 4,820,577.00	\$ 4,860,473.00	9/3/2008	7/2/2009	Reimbursable Agreement
HSHQDC08F00157	ABSG CONSULTING INC.	Supplemental subject Matter Expertise Support	\$ 4,915,110.00	\$ 18,978,020.00	9/19/2008	9/18/2011	T&M
HSHQDC08F00165	SYSTEMS RESEARCH & APPLICATION	NIPP Metrics Statistical and Analytical Support	\$ 1,242,541.00	\$ 6,766,187.00	9/18/2008	9/17/2013	FFP
HSHQDC08F00166	CENTRA TECHNOLOGY INC	Risk Management and Analysis	\$ 2,268,094.91	\$ 27,687,152.69	9/26/2008	3/25/2010	FFP
HSHQDC08F00211	DFI INTERNATIONAL INC.	Consulting Services to provide support services to the Office of Bombing Prevention	\$ 2,369,425.00	\$ 4,566,748.00	9/29/2008	9/28/2009	FFP, LOE, & Reimbursable
HSHQDC08F00253	DELOITTE CONSULTING LLP	OIP Mission Support – Budget, Financial, and Program Management Support	\$ 1,912,420.00	\$ 26,073,018.00	9/30/2008	9/29/2013	FFP
HSHQDC08F00270	SYSTEMS RESEARCH & APPLICATION	Policy development support, outreach, and training development support for SSA EMO	\$ 1,621,967.00	\$ 6,748,537.00	9/30/2008	9/29/2012	T&M
HSHQDC08F00324	VSE CORPORATION	Infrastructure Program Office Studies & Analyses Support	\$ 2,803,444.00	\$ 11,779,755.00	11/6/2007	10/11/2012	T&M
HSHQDC08J00071	CACI INC-FEDERAL	Professional services and support to expand and enhance the existing C/ACAMS pilot IT system to develop an integrated, redundant, scalable, and secure C/ACAMS IT architecture capable of supporting users	\$ 3,827,318.00	\$ 19,886,142.92	4/4/2008	4/3/2013	T&M
HSHQDC08J00116	GENERAL DYNAMICS ONE SOURCE LLC	Professional services to National Infrastructure Coordinating Center (NICC) for Insight Support	\$ 3,598,217.00	\$ 3,598,217.00	5/14/2008	5/13/2009	T&M

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HSHQDC08J00134	GENERAL DYNAMICS ONE SOURCE LL	Engineering support to the HSIN Next Generation	\$ 2,597,814.40	\$ 66,334,568.00	5/23/2008	5/22/2012	CPFF & FP
HSHQDC08J00139	BOOZ ALLEN HAMILTON INC.	Program Management Support Services	\$ 1,461,640.00	\$ 4,532,716.00	6/30/2008	6/29/2011	LOE
HSHQDC08J00179	3H TECHNOLOGY LLC	PROTECTED CRITICAL INFRASTRUCTURE INFORMATION MANAGEMENT SYSTEMS (PCIIMS) software design and support services	\$ 1,733,950.17	\$ 8,610,715.77	8/4/2008	8/3/2013	FFP, CPFF, T&M
HSHQDC08J00181	BOOZ ALLEN HAMILTON INC.	Professional Support Services	\$ 9,828,983.00	\$ 47,010,371.05	8/11/2008	4/10/2009	FFP & T&M
HSHQDC08J00185	BOOZ ALLEN HAMILTON INC.	Support to the Department of Homeland Security (DHS) Office of Cyber Security and Communications (CS&C), National Cyber Security Division (NCSA) Critical Infrastructure Protection-Cyber Security (CIP-CS) Program	\$ 3,450,751.00	\$ 18,447,854.00	7/30/2008	7/29/2009	Reimbursable Agreement
HSHQDC08J00205	TWD & ASSOCIATES, INC.	Operational Support Services of CWIN, to include development, engineering, testing, installation, operations, and maintenance	\$ 1,486,385.80	\$ 15,110,206.47	8/26/2008	8/25/2013	T&M
HSHQDC08J00257	TOUCHSTONE CONSULTING GROUP	Professional and Program Management Support Service	\$ 7,200,006.00	\$ 25,113,022.35	9/8/2008	7/7/2009	FFP & T&M
HSHQDC08J00744	GENERAL DYNAMICS ONE SOURCE LL	Unavailable	\$ 2,832,807.74	Unavailable	Unavailable	Unavailable	Unavailable
HSHQDC08X00016	U S SECRET SERVICE	Continuation of Program Management Support	\$ 3,699,976.69	\$ 3,699,976.69	10/25/2007	3/31/2008	IAA
HSHQDC08X00020	DEFENSE INFORMATION TECHNOLOGY	Multi-State Information Sharing Analysis Center (MS-ISAC)	\$ 1,440,825.75	\$ 1,665,030.71	11/8/2007	11/7/2008	IAA
HSHQDC08X00034	DEFENSE INFORMATION SYS AGENCY	National Infrastructure Coordination Center (NICC) Operations Support	\$ 6,759,442.20	\$ 1,400,000.00	12/18/2007	12/17/2008	IAA
HSHQDC08X00049	DEFENSE INFORMATION SYS AGENCY	Continuity of Operations Communications Program Support	\$ 1,400,000.00	\$ 1,400,000.00	12/18/2007	12/17/2008	IAA
HSHQDC08X00052	USA CECOM	CECOM Contract Management FEE, for US-CERT	\$ 5,392,013.00	\$ 5,392,013.00	12/7/2007	12/5/2009	IAA
HSHQDC08X00053	NATIONAL INSTITUTES OF HEALTH	National Cyber Exercise: Cyber Storm II	\$ 1,578,730.00	\$ 1,703,394.96	1/9/2008	1/28/2009	IAA
HSHQDC08X00056	ARMY, U S DEPARTMENT OF THE	AAP No 29362: National Guard Bureau Support for Department of Homeland Security C/ACAMS CAPTAP Training Initiative	\$ 441,636.85	\$ 6,138,887.26	1/9/2008	3/11/2013	IAA
HSHQDC08X00056	Correction ARMY, U S DEPARTMENT OF	AAP No 29362: National Guard Bureau Support for Department of Homeland	\$ 720,676.55	\$ 6,138,887.26	1/9/2008	3/11/2013	IAA

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	THE	Security C/ACAMS CAPTAP Training Initiative					
HSHQDC08X00056	Correction ARMY, U S DEPARTMENT OF THE	AAP No 29362: National Guard Bureau Support for Department of Homeland Security C/ACAMS CAPTAP Training Initiative	\$ 883,273.70	\$ 6,138,887.26	1/9/2008	3/11/2013	IAA
HSHQDC08X00058	DEFENSE INFORMATION TECHNOLOGY	WPS Program	\$ 20,000,000.00	\$ 20,000,000.00	12/20/2007	1/31/2009	IAA
HSHQDC08X00059	DEFENSE INFORMATION TECHNOLOGY	Technical support of NCS NS/EP NGN telecommunication international and national standards	\$ 1,225,000.00	\$ 1,225,000.00	1/1/2008	12/31/2008	IAA
HSHQDC08X00073	NAVAL SURFACE WARFARE CENTER	Infrastructure Information Collection Program Infrastructure Collection System	\$ 1,400,220.84	\$ 17,743,359.84	3/1/2008	2/28/2013	IAA
HSHQDC08X00083	ARMY, U S DEPARTMENT OF THE	Develop and implement partnerships with private industry infrastructure stakeholders	\$ 1,587,555.00	\$ 1,587,555.00	1/1/2008	11/30/2008	IAA
HSHQDC08X00092	DEFENSE INFORMATION TECHNOLOGY	GETS FY 089 O&M Support	\$ 2,363,490.85	\$ 2,363,490.85	12/31/2007	2/29/2008	IAA
HSHQDC08X00093	DEFENSE FINANCE & ACCOUNT SRVC	Support the activities of US-CERT Situational Awareness & Technology Team, US-CERT Einstein Program, Mission Operating Environment, Operations Team, and Internet Health Service	\$ 7,999,606.17	\$ 7,999,606.17	1/1/2008	12/31/2008	IAA
HSHQDC08X00096	USA CECOM	Provide system engineering and program support to the National Communications System (NCS)	\$ 1,000,000.00	\$ 1,000,000.00	1/22/2008	9/30/2008	IAA
HSHQDC08X00102	FEDERAL PROTECTION SERVICE	Federal Protective Services Inspectors First Quarter FY 08	\$ 1,536,489.00	\$ 1,536,489.00	4/7/2008	7/25/2008	IAA
HSHQDC08X00118	DIHS/IMMIGRATION & CUSTOMS ENFORCE	Interagency agreement with Customs and Border Protection to provide network services for the CWIN Network	\$ 1,911,000.00	\$ 18,404,923.44	3/4/2008	3/3/2013	IAA
HSHQDC08X00123	NAVY, UNITED STATES DEPARTMENT	Interoperable Plan Validation Process (Validation Phase)	\$ 11,100,000.00	\$ 11,596,000.00	1/14/2008	2/16/2009	IAA
HSHQDC08X00133	DEFENSE INFORMATION TECHNOLOGY	Government Emergency Service (GETS) Wireless Priority Service (WPS) Systems Engineering and Technical Assistance (SETA)	\$ 2,191,000.39	\$ 2,191,000.39	5/12/2008	9/30/2008	IAA
HSHQDC08X00146	DEFENSE TECHNICAL INFOR CENTER	Critical Infrastructure/Key Resources Support	\$ 2,262,661.00	\$ 2,262,661.00	2/29/2008	9/3/2008	IAA

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HSHQDC08X00180	ARMY, U S DEPARTMENT OF THE	Establish an Interagency Agreement between DHS/OIP/PSCD and the National Guard Bureau allowing National Guard personnel to conduct	\$ 3,749,892.24	\$ 19,639,192.20	2/25/2008	2/24/2013	IAA
HSHQDC08X00183	DEFENSE INFORMATION TECHNOLOGY	GETS FY2008 Operations and Maintenance Support	\$ 6,251,344.44	\$ 6,251,344.44	2/26/2008	9/30/2008	IAA
HSHQDC08X00187	U S SECRET SERVICE	Training Services - in the field of cyber security crimes to state and local law enforcement entities	\$ 4,000,000.00	\$ 4,000,000.00	3/26/2008	3/9/2009	IAA
HSHQDC08X00207	DEFENSE INFORMATION TECHNOLOGY	Provide Funding GETS FY2008 Standards Support	\$ 1,072,200.00	\$ 1,072,200.00	12/31/2008	2/28/2009	IAA
HSHQDC08X00208	ARMY, U S DEPARTMENT OF THE	Funds to support NCCC (H50A)	\$ 2,682,135.26	\$ 2,682,135.26	3/25/2008	6/30/2008	IAA
HSHQDC08X00223	OPM/CTS/TRAINING & MANAGEMENT	This is an Intra Agency Agreement between the Department of Homeland Security (DHS), Office of Security, the requesting agency, and Office of Personnel Management (OPM), the servicing agency. OPM will provide background investigation services	\$ 2,610,671.00	\$ 8,216,078.00	10/1/2007	9/30/2008	IAA
HSHQDC08X00229	USA CECOM	Critical infrastructure and analysis expertise, systems engineering and integration, IT domain, program management, acquisition and information technology engineering and integration	\$ 2,300,000.00	\$ 2,300,000.00	3/7/2008	4/17/2009	IAA
HSHQDC08X00230	NATIONAL INSTITUTE OF STANDARD	provide enhancement of the National Vulnerability Database (NVD) and search engine, system integration and product development, develop and implement a standards outreach plan, and implement and maintain the Security Compliance Automation Program.	\$ 1,000,000.00	\$ 1,000,000.00	7/1/2008	6/30/2009	IAA
HSHQDC08X00263	DEFENSE TECHNICAL INFOR CENTER	HIPLD Working Group Support Services	\$ 1,025,064.00	\$ 1,025,064.00	4/17/2008	4/16/2009	IAA
HSHQDC08X00269	NAVAL SURFACE WARFARE CENTER	Information Collection System Requirements	\$ 2,392,451.16	\$ 2,392,451.16	3/1/2008	2/28/2009	IAA
HSHQDC08X00339	NAVAL SURFACE WARFARE CENTER	US-CERT-Operations - Situational Awareness- Internet Health-Mission Operating Environment (MOE)	\$ 28,021,677.83	\$ 28,021,677.83	5/22/2008	12/31/2008	IAA

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HSHQDC08X00343	DEFENSE INFORMATION TECHNOLOGY	GETS/WPS FY2008 Support	\$ 21,000,000.00	\$ 21,000,000.00	5/6/2008	9/30/2008	IAA
HSHQDC08X00361	OFFICE OF PERSONNEL MANAGEMENT	NPPD OUS DEU and Classification Support	\$ 1,625,804.00	\$ 2,276,967.25	4/15/2008	6/30/2009	IAA
HSHQDC08X00366	HANSCOM AIRFORCE BASE	management, oversight of the services, and security support for the operations of US-CERT and Strategic Initiatives Branch of the National Cyber Security Division	\$ 18,151,300.00	\$ 18,151,300.00	5/22/2008	5/8/2009	IAA
HSHQDC08X00373	DHS SCIENCE & TECHNOLOGY DIREC	Risk Analysis Process for Informed Decision Making (RAPID)	\$ 1,515,000.00	\$ 1,515,000.00	5/5/2008	4/25/2009	IAA
HSHQDC08X00383	UNITED STATES DEPT OF ENERGY	Oakridge National Labs	\$ 11,654,000.00	\$ 17,348,000.00	5/9/2008	4/30/2010	IAA
HSHQDC08X00386	DEPARTMENT OF ENERGY		\$ 2,366,700.00	\$ 8,976,700.00	4/24/2008	4/30/2010	IAA
HSHQDC08X00392	NATIONAL INSTITUTE OF STANDARD	U.S. Department of Homeland Security (DHS). The National Institute of Standards and Technology (NIST) will provide services to develop capabilities for measuring and qualifying effectiveness of software assurance tools and to identify deficiencies in the	\$ 1,200,000.00	\$ 1,200,000.00	6/13/2008	6/12/2009	IAA
HSHQDC08X00422	OPM/CTS/TRAINING & MANAGEMENT	IAA with OPM TMA for NPPD/ OIP HR Services (MP)	\$ 2,729,546.00	\$ 2,729,546.00	4/30/2008	3/31/2009	IAA
HSHQDC08X00448	US DEPT OF AIR FORCE	provide sensitive compartmented information facility services and capabilities to support mutual collaborative cyber related activities	\$ 5,600,000.00	\$ 5,600,000.00	5/9/2008	5/8/2009	IAA
HSHQDC08X00492	DEFENSE INFORMATION TECHNOLOGY	GETS and SRAS, O&M and Usage	\$ 1,434,846.15	\$ 1,434,846.15	10/1/2008	9/30/2009	IAA
HSHQDC08X00505	DEFENSE TECHNICAL INFOR CENTER	IAA is to research and analyze national level and Critical Infrastructure Key Resources (CIKR) sector specific Chemical, Biological, Radiological and Nuclear Defense (CBRND) plans in regard to infrastructure protection and incident management matters	\$ 3,386,614.00	\$ 6,773,228.00	6/9/2008	6/8/2009	IAA
HSHQDC08X00521	DEFENSE TECHNICAL INFOR CENTER	IAA is to provide funding to DTIC SURVIAC	\$ 1,000,000.00	\$ 1,000,000.00	6/23/2008	3/31/2009	IAA
HSHQDC08X00526	DEPARTMENT OF ENERGY	ANL for support to Commercial Facilities and Dams	\$ 1,900,000.00	\$ 1,900,000.00	7/2/2008	7/1/2013	IAA

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HS HQDC08X00536	ARMY, U S DEPARTMENT OF THE	NCCC (H50A)	\$ 2,118,296.00	\$ 2,280,796.15	7/1/2008	9/30/2008	IAA
HS HQDC08X00538	DEFENSE INFORMATION TECHNOLOGY	provide services to support Internet Protocol (IP) Multimedia Subsystem (IMS) Access Network Industry Requirements (IR) under DITCO	\$ 1,700,000.00	\$ 1,700,000.00	9/1/2008	6/30/2009	IAA
HS HQDC08X00550	DEFENSE INFORMATION TECHNOLOGY	provide services for CSC GETS/SRAS/WPS/NGN FY2008 Support	\$ 5,507,600.00	\$ 5,507,600.00	7/18/2008	12/31/2008	IAA
HS HQDC08X00582	ARMY, U S DEPARTMENT OF THE	provide additional funding for IA#HS HQDC-06-X-00027 through Army CECOM for Mire FWS H120	\$ 1,545,399.00	\$ 1,545,399.00	7/2/2008	9/30/2008	IAA
HS HQDC08X00649	NAVY, UNITED STATES DEPARTMENT	provide systems engineering and technical support services in support of identified OEC wireless communications projects	\$ 2,253,587.00	\$ 2,323,587.00	9/18/2008	9/17/2009	IAA
HS HQDC08X00668	DHS ICE	FPS Inspectors: Funds provided for Federal Protective Services (FPS) Inspectors for the second, third and fourth quarters of fiscal year 2008	\$ 4,434,834.27	\$ 4,434,834.27	8/15/2008	9/30/2008	IAA
HS HQDC08X0383	UNITED STATES DEPT OF ENERGY	Oakridge National Labs	\$ 5,694,000.00	\$13,474,350.00	5/1/2009	4/30/2010	IAA
HS HQPA04F00120	DFI INTERNATIONAL INC.	DFI International	\$ 1,090,132.80	\$ 16,029,195.20	9/29/2004	9/28/2008	IAA
HS HQPA04X00214	DEPT OF HOMELAND SECURITY	Establishment of an Interagency Agreement with Customs and Border Protection (CBP) to conduct background investigations for DHS	\$ 1,782,095.00	\$ 5,748,367.00	7/22/2004	3/31/2009	IAA
HS HQPA05X00958	DEFENSE INFORMATION SYS AGENCY	provides financial and budget, human resource, strategic planning, administrative and technical support to the Protective Security Division	\$ 8,137,291.36	\$ 26,035,579.19	4/1/2005	9/30/2009	IAA
HS HQPA05X01058	DEFENSE INFORMATION TECHNOLOGY	Continuation of contract services - labor	\$ 2,528,528.89	\$ 9,378,744.25	5/9/2005	12/31/2008	IAA
HS HQPC05FN00015	A-T SOLUTION INC	ASSIST WITH IMPLEMENTATION EFFORTS ASSOCIATED WITH TERRORIST COUNTERMEASURES CENTER (TDCC)	\$ 3,492,890.00	\$ 16,961,454.00	5/16/2005	5/15/2006	Not Available
HS HQPC05FN00029	EPSILON SYSTEMS SOLUTIONS INC	DC Rail Corridor Virtual Fence: Surveillance, intrusion detection system for major corridors within the district.	\$ 1,832,034.46	\$ 9,792,000.00	5/18/2005	11/29/2006	Labor Hour
HS HQPD06F00001	SECURICON LLC	Necessary support personnel to enhance the	\$ 1,184,609.32	\$ 4,674,302.64	4/10/2006	4/9/2007	Reimbursable Agreement

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		United States Computer Emergency Readiness Team (US-CERT), Control System Security System.					
HSHQVT08F00014	TECHNOLOGY & MANAGEMENT SERVICE	Support services for POD, NCSD, and NCS	\$ 1,668,961.00	\$ 8,210,135.00	8/26/2008	8/25/2010	T&M
HSSA0108X0104	NATIONAL SECURITY AGENCY	Purchase classified equipment	\$ 1,600,000.00	Classified	Classified	Classified	IAA
HSHQDC08Q00485	GENERAL SERVICES ADMINISTRATION	Photo Copier accessories for equipment already deployed throughout DHS	\$ 3,153,780.00	\$ 23,352.00	9/19/2008		IAA
HSHQDC08X00694	GENERAL SERVICES ADMINISTRATION	provide and install a secure Video Teleconference System	\$ 2,665,742.52	\$ 33,400.00	8/4/2008	10/31/2008	IAA
RNNC0800080	DEFENSE INFORMATION TECHNOLOGY	provide services for CSC GETS/SRAS/WPS/NGN FY2008 Support	\$ 5,507,600.00	\$ 5,507,600.00	7/18/2008	12/31/2008	IAA
RPB00801000	DHS- WORKING CAPITAL FUND	Mail, Exec Sedan Services, Shuttle, Printing & Graphic Services	\$ 1,462,762.00	\$ 1,462,762.00	10/1/2007	9/30/2008	IGSA
WCF080016	DHS- WORKING CAPITAL FUND	DHS Procurement Operations	\$ 2,817,375.75	NA	10/1/2007	9/30/2008	IGSA
WCF080016A	DHS- WORKING CAPITAL FUND	DHS Procurement Operations	\$ 8,273,978.00	NA	10/1/2007	9/30/2008	IGSA
WCF080020A	DHS- WORKING CAPITAL FUND	HQ Human Capital Service	\$ 2,265,631.00	NA	10/1/2007	9/30/2008	IGSA
WCF080021A	DHS- WORKING CAPITAL FUND	Financial Management- Finance & Acctg Shared Services	\$ 3,235,598.00	NA	10/1/2007	9/30/2008	IGSA
WCF080049	DHS- WORKING CAPITAL FUND	NCR Infrastructure Operations	\$ 3,930,320.47	NA	10/1/2007	9/30/2008	IGSA
WCF080049A	DHS- WORKING CAPITAL FUND	NCR Infrastructure Operations	\$ 16,419,876.00	NA	10/1/2007	9/30/2008	IGSA
WCF080064	DHS- WORKING CAPITAL FUND	GSA Rent	\$ 1,084,467.00	NA	10/1/2007	9/30/2008	IGSA
WCF080064A	DHS- WORKING CAPITAL FUND	GSA Rent	\$ 1,149,207.37	NA	10/1/2007	9/30/2008	IGSA
WCF080064B	DHS- WORKING CAPITAL FUND	GSA Rent	\$ 1,874,850.00	NA	10/1/2007	9/30/2008	IGSA

Question: Please provide for the record a list of all NPPD contracts, grants and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER: No contracts, grants or other transactions had work performed outside of the United States.

NPPD Facilities and Leases

Question: Update and submit, for fiscal year 2010, the chart on page 64 of volume 3 of the 2009 Subcommittee hearing record, which shows NPPD leases and facility occupancy. For each facility listed, please note the square footage assigned to each NPPD component housed at the particular location.

ANSWER: Please see the following table.

Building	Floor	Usable Sq. Ft.	Estimated FY10 Rent	Notes
Nebraska Avenue Complex (NAC) 20	1,2,3	19,404	\$ 884,261.00	IP- NAC 20: 73 Seats Estimated by escalating FY09 rate by 3.5%
Rosslyn, Va. 1550 Wilson Blvd.	2,3,4, partial 5 th floor	45,060	\$ 1,520,775.00	IP - short term: 200 Seats CS&C will backfill Jan-10 Estimated using average of \$45 / SF / year for full service lease in Rosslyn area, for 3/4 of a year.
Ballston - 76,987 SF 4601 N. Fairfax Dr.	2,3,4,5	76,987	\$ 3,103,423.00	CS&C, 437 Seats Estimated by escalating FY08 rate by 3.5% twice to bring it to FY10.
Glebe - 112,495 SF 1110 N. Glebe Rd	Partial 4 and 5, 6,7,8,9,10,11	115,640	\$ 4,159,231.00	SCS&C, 511 Seats Estimated by escalating FY08 rate by 3.5% twice to bring it to FY10.
650 Mass. Ave. - 30,000 SF	3	30,000	\$ 1,642,800.00	CS&C - 24,090 SF, 140 Seats RMA - 5010 SF, 40 Seats Cost obtained from lease
FT. Myer Dr. - 119,789 SF	Part of 1, 5,6,8,17,18,19,	119,789	\$ 4,374,500.47	US-VISIT - 70,472 SF, 265 Seats NPPD/OUS - 49,317 SF, 185 Seats From leases
Crystal City - 41,000 SF 1421 Jefferson Davis Hwy	1,2	41,000	\$ 1,400,833.33	IP, 200 Seats Dec-09 Estimated using average of \$41 /SF/ Year for full service lease in Crystal city for 10 months.
Crystal City - 39,000 SF 2451 Crystal Dr.	5	39,000	\$ 1,599,000.00	IP, 195 Sep-09 Estimated using average of \$41 /SF/ Year for full service lease in Crystal city.

National Emergency Communications Plan

Question: In July 2008, the Department issued the National Emergency Communications Plan (NECP) to address gaps in national emergency response communications. The NECP defined three goals for establishing minimum levels of interoperable communications. The first of three goals proposed that, *by 2010, 90 percent of all high-risk urban areas designated within the Urban Areas Security Initiative (UASI) would be able to demonstrate response-level emergency communications within one hour for routine events involving multiple jurisdictions and agencies.* What is the purpose of the “one hour” standard in the NECP goal? What happens during that hour? Isn’t that quite a long time for emergency responders to have to wait for interoperable communications?

ANSWER: The first hour of a routine incident is the critical period during which interoperability must be established and maintained to ensure operational control. The National Emergency Communications Plan (NECP) goals were developed to expand on tactical interoperability exercises from 2006, which focused on command-level communications during the first hour. NECP Goal 1 will expand that measurement down to the operational level in urban/metropolitan areas.

The first hour of an incident is the critical period during which incident command is established and operational control is needed to address the multiple responding jurisdictions and agencies. The National Emergency Communications Plan goals build on previous Department of Homeland Security initiatives to improve multi-agency communications, including RapidCom and the 2006 Tactical Interoperability Communication Plan exercises. Both of these initiatives focused on having the capability to establish interoperable communications during the first hour of response to an incident.

The first hour of an incident is the critical period during which response-level communications must be established, maintained, and expanded as additional agencies arrive on the scene. The one-hour threshold is not intended to be the point at which interoperable communications is established. The National Emergency Communications Plan’s first goal calls for a one-hour response time only for “routine events.”

Question: The National Emergency Communications Plan’s first goal calls for a one hour response time only for “routine events.” What is the goal for emergency communications after disasters?

ANSWER: In addition to routine incidents, the National Emergency Communications Plan (NECP) also establishes a national goal for demonstrating communications after a disaster. This is addressed by NECP Goal 3, which states: “By 2013, 75 percent of all jurisdictions are able to demonstrate response-level emergency communications within three hours in the event of a significant incident as outlined in national planning scenarios.”

Warning Systems

Question: The ability to leverage existing networks established by commercial providers through a Common Mobile Alert System (CMAS) could, in the event of an emergency, provide timely alerts to a larger population than the traditional means of radio and television. Does DHS currently have all the support from commercial wireless providers that you need to implement this service?

ANSWER: CMAS is defined in FCC reports and orders the WARN Act of 2006 as “Commercial Mobile Alert System.”

Through the WARN Act of 2006, commercial mobile service providers were provided the option to participate in transmission of emergency alerts via their commercial mobile services. As such, each carrier was required to

file an election with the FCC through Public Docket No. 08-146, indicating whether or not it intends to participate. Of the 468 elections made, 106 providers elected to participate in whole or in part, while approximately 350 providers chose not to.

While only 106 of the 468 elected to participate, this represents the vast majority of wireless services in the United States because all major carriers – Verizon Wireless, Sprint-Nextel, AT&T, T-Mobile, and Alltel (at that time) – elected to participate in part. Reasons for partial elections given by commercial mobile service providers included the government's implementation of the Federal Alert Gateway, need for testing, network upgrades, lack of support for legacy handsets, uncertainties about new technologies such as Long Term Evolution, the need for phasing in deployment, and the costs associated with implementation. The impact of elections in part needs to be further explored and remedied to garner full participation by the major carriers.

Current elections represent 97 percent of wireless subscribers, indicating that 3 percent of subscribers, or approximately 8 million, will not be able to receive alerts. Approximately 36 million people are not currently subscribing to commercial mobile services and therefore are not reachable through CMAS. Rough preliminary estimates indicate that approximately 1.5 million are residing in an area with no coverage available, and presumably therefore not subscribers.

DHS has established a comprehensive research, development, testing and evaluation (RDT&E) program managed by the Directorate for Science & Technology to support the development of technologies to increase the number of commercial mobile service devices that can receive emergency alerts, based on the recommendations of the Commercial Mobile Service Alert Advisory Committee (CMSAAC). FEMA has established a Systems Engineering Life Cycle (SELC) Program for development and implementation of a federally administered alert message aggregator/gateway as recommended by CMSAAC. The programs are working collaboratively with the wireless industry on the development of specifications for implementation of the federal alert message aggregator/gateway.

Industry engagement through these efforts to date has indicated sufficient participation and cooperation from commercial wireless providers to date. Support of industry has been gauged through standards development organizations, conferences, demonstrations and other means, and through a voluntary election period for CMAS participation.

Although the Federal Communications Commission (FCC) has primary jurisdiction for Common Mobile Alert System services under the Warning, Alert and Response Networks (WARN) Act, the Department of Homeland Security (DHS) Science and Technology Directorate has research and development responsibilities for such services. In addition, under the FCC's rulemakings to implement the legislation, the Federal Emergency Management Agency has assumed a role in coordinating alerts and transmitting them to participating wireless carriers. Commercial wireless carriers are not required to transmit such alerts and warnings under the WARN Act, but carriers generally have been supportive of the FCC's and DHS's implementation efforts.

Project 25

Question: In April 2007 GAO reported that several Project 25 interfaces have not yet been developed. Isn't it counter-productive for communities to purchase costly equipment built to adhere to vaguely-defined standards, only to find that investment obsolete once the standards are finalized in the future? Is this a problem? What kinds of steps has DHS taken to mitigate this concern?

ANSWER: The Project 25 suite of standards was never intended to provide procurement specifications. It is the responsibility of the procuring agency to define its respective requirements and ensure that these needs are

expressed in the procurement activity. Project 25 was intended to provide public safety agencies with the ability to enhance interoperability, promote competition, enhance spectral efficiency, provide a smooth migration path to newer technologies and offer backwards compatibility and scalability.

Project 25 standards are developed to meet requirements defined by the users (as called out in the Statement of Requirements), including an overview document and technical specifications for operation, as well as methods and procedures for testing performance, conformance and interoperability. To better define "compliant" equipment, the S&T Directorate's Office for Interoperability and Compatibility (OIC) has teamed with the National Institute of Standards and Technology to develop the Project 25 Compliance Assessment Program, which specifically deals with conformance to the standards, performance in relation to the standards, and interoperability between manufacturers' equipment. However, as new user requirements are identified, the Project 25 Statement of Requirements is updated and the necessary standards are drafted or modified to reflect the requirements. As specific questions or concerns are identified with the standards, they are addressed through User-Needs Subcommittee and/or the Federal Partnership for Interoperable Communications to determine if it is a standards issue or an implementation issue.

As numerous manufacturers introduce new equipment and systems, there have been issues identified with manufacturer's interpretations of the specifics of existing standards. These issues are being addressed by the appropriate task groups to clarify existing requirements and develop revisions as necessary. As standards are revised, the task groups remain cognizant of the existing systems to ensure that there is not a major impact on the communities that have purchased equipment based on previously defined standards.

Agency procurement decisions should be driven by the user requirements as opposed to the completion/modification of the standards. Agencies have been advised to ensure they receive specific information concerning the "proprietary features" being suggested and a proposed plan to implement the "standard features," as they are available. As the P25 Compliance Assessment Program (CAP) is further implemented, agencies will be able to require specific documentation proving compliance to Project 25 standards and procedures.

The S&T Directorate's Office for Interoperability and Compatibility (OIC) is heavily involved in the development of the Project 25 standards and the Project 25 CAP. DHS is a member of the Association of Public Safety Communications Officials (APCO) P25 Interface Committee (APIC) to ensure that the tenets of Project 25 are met. Project 25 is a user-based technology suite of standards being developed for land mobile radio communications. The Project 25 standards effort represents a high level of cooperation between the companies that build the land mobile products and the Public Safety and Public Services agencies that deploy them. It also represents a commitment by all concerned to achieve common goals and objectives that benefit Telecommunications Industry Association (TIA) members, the public safety community and most importantly the public at large. APIC was created to serve as a liaison between the P25 Steering Committee and the TIA TR-8 Mobile and Personal Private Radio Committee. The ultimate goal of APIC, and its subsequent task groups, was to develop draft interface standards for consideration in an environment where industry and users had equal voting rights.

In addition, DHS has teamed with National Institute of Standards and Technology to develop the P25 CAP. The DHS Office for Interoperability and Compatibility is the managing entity that provides the official P25 compliance authority and works closely with OEC as the chair of the Compliance Process and Procedures Task Group within the standards development process.

DHS Secretarial Directives

Question: On January 21st Secretary Napolitano issued one of several directives to promote Federal and State integration of disaster response policies and programs. The directive identified several topics including interoperability. The Secretary asked the relevant DHS offices to explore partnerships and solicit input from State and local governments and associations about how to improve DHS programs and processes. A written report was due back to the Secretary on Feb 10.

- Please provide a copy of this report for the record. What is DHS doing to implement the report recommendations?
- In developing this report, with what agencies and associations did DHS discuss interoperability policies, and what kind of input did they provide?

ANSWER: The Secretary was provided the information she requested in the action directive. However, the Secretary requested the action directives to enable her to assess and evaluate certain core functions, and to deliberate on an appropriate course of action. The Secretary is reviewing the information, and after she completes her review and deliberations, she will be in a better position to determine the best way to improve disaster response policies and programs, including interoperability.

The Department has already started to implement the Office of Intergovernmental Program's (IGP's) recommendations by providing it a direct line of reporting to the Secretary's Office, which, in turn, provides states with the ability to speak with the Department at a senior level. Additionally, IGP has increased its lines of communication with state, local, tribal, and territorial (SLTT) partners, which has been demonstrated during the recent H1N1 influenza outbreak. SLTTs have already reported on many occasions the increase in information they have been receiving from the Department. Additionally, the Department is taking steps to involve SLTTs in the early stages of the policy-making process.

The Office of Intergovernmental Programs (IGP) reached out to the Alaska Inter-Tribal Council; the American Legislative Exchange Council (ALEC); the Council of State Governments; the County Executives of America; International Association of Emergency Managers; International County/City Manager's Association; Inter Tribal Council of Arizona, Inc.; National Association of Chief Information Officers; National Association of Counties (NACo); National Conference of American Indians; National Governors Association; National Emergency Management Association; National Conference of State Legislatures; National League of Cities; U.S. Conference of Mayors; and the United South and Eastern Tribes. All these associations were given the opportunity to provide input regarding their recommendations on how the Department should proceed on a multitude of issues. Only a few associations provided information on interoperability. Following DHS/IGP's initial outreach, we met with or spoke with the associations regarding their feedback.

The following associations provided information regarding interoperability:

ALEC

- Interested in radio interoperability and the model that has been employed in Great Britain, in which a private contractor, Airwave, is operating the system.

NACo

- **Interoperability**
 - Cooperation, coordination, funding to improve emergency to improve the basic and emergency communications infrastructure. Will require additional spectrum and consideration for communities that lack basic communications infrastructure;
 - A common standard "language" for interoperability communication needs to be established so that responders from various agencies can act on specific instructions without mistake or delay.

OEC Training Programs

Questions: Please list all of the in-person training classes conducted by OEC in fiscal years 2007 and 2008. Include in this response the subject of the training, the date and location of the training, the agency or agencies trained, and the number of individuals who received the training.

ANSWER: The Office of Emergency Communications (OEC) has interpreted "in-person training classes" as engagements in which OEC has provided onsite support through a proctored training class. Technical assistance provided through facilitated meetings, workshops, teleconferences and webinars have not been included.

Fiscal Year (FY) 2007

Communications Asset Survey and Mapping (CASM) Training	The CASM tool provides the ability for representatives of public safety agencies within an urban area/state/territory to collect, store, and visualize data about agencies, communication assets, and the way agencies use these assets. Training is provided on the use of this software tool. In addition to this onsite training, OEC offers significant support through conference calls and webinars.			
	Start Date	End Date	Site	# of Attendees
	05/15/07	06/11/07	Multi-State	30
	09/25/07	09/25/07	Arkansas	2
	09/27/07	09/27/07	Nebraska	10
	10/17/06	10/17/06	Michigan	25
	11/08/06	11/13/06	South Carolina	approximately 35
	12/07/06	12/07/06	Louisiana	3
	08/22/07	08/23/07	Illinois	approximately 30
Gateway Training	This training provides different levels of understanding on gateway (i.e., audio bridge) functionality and operations. This training prepares participating personnel for activation and deactivation of available gateways.			
	Start Date	End Date	Site	# of Attendees
	05/30/07	05/30/07	Louisiana	approximately 15
	06/19/07	06/20/07	Ohio	approximately 30

FY 2008

CASM Training	The CASM tool provides the ability for representatives of public safety agencies within an urban area/state/territory to collect, store and visualize data about agencies, communication assets and the way agencies use these assets. Training is provided on the use of this software tool. In addition to this onsite training, OEC offers significant support through conference calls and webinars.			
	Start Date	End Date	Site	# of Attendees
	10/02/07	10/02/07	Guam	1
	12/13/07	12/18/07	Minnesota	8
	1/11/08	1/15/08	California	1
	02/20/08	02/20/08	Louisiana	9
	03/18/08	03/24/08	Illinois	61
	03/25/08	3/25/08	California	approximately 10
	03/25/08	3/25/08	Minnesota	10
	04/04/08	04/14/08	Wisconsin	12
	04/17/08	04/30/08	Oklahoma	13
	04/10/08	05/01/08	Arizona	12
	04/10/08	05/07/08	California	12

	06/16/08	06/29/08	USVI	11
	05/29/08	06/02/08	California	7
	06/25/08	06/27/08	California	18
	07/02/08	07/03/08	Indiana	approximately 70
	07/14/08	07/14/08	Alabama	approximately 12
	07/16/08	07/17/08	Connecticut	38
	07/30/08	07/30/08	Florida	12
Gateway Training	This training provides different levels of understanding on gateway (i.e., audio bridge) functionality and operations. This training prepares participating personnel for activation and deactivation of available gateways.			
	Start Date	End Date	Site	# of Attendees
	05/22/08	05/23/08	USVI	approximately 15
	06/24/08	06/25/08	Am. Samoa	approximately 15
	09/15/08	09/15/08	California	10
	09/18/08	09/18/08	California	9
Communications Unit Leader (COML) Training	The All-Hazards Type III COML course trains emergency responders to be communications-unit leaders during all-hazards emergency operations, significantly improving communications across the multiple disciplines and jurisdictions responding to an incident. The training is designed to ensure that states and territories have personnel capable of coordinating on-scene emergency communications during a multi-jurisdictional response.			
	Start Date	End Date	Site	# of Attendees
	05/25/08	05/27/08	Washington	20
	06/23/08	06/25/08	Washington	26
	08/02/08	08/03/08	Missouri	57
	08/20/08	08/22/08	Ohio	16
	08/26/08	08/28/08	Texas	34
	09/15/08	09/17/08	Hawaii	48
	09/16/08	09/18/08	California	17
	09/23/08	09/25/08	Florida	11
	09/30/08	10/02/08	Missouri	18

Question: Has OEC considered partnering with other organizations, whether for-profit technology companies or non-profit industry consortia, to expand its training capabilities or expertise? Why or why not?

ANSWER: Yes. The Office of Emergency Communications (OEC) has partnered with several non-profit organizations to expand its training capabilities. OEC has provided funding to the non-profit National Association of Counties to support four policy forums. Through a cooperative agreement awarded by DHS to the National Association of Counties (2006-ST-086-000003, Amendment #6), OEC provides grant funds for Interoperability Policy Academies and other activities that further Department of Homeland Security goals. The events are provided and sponsored by the National Association of Counties (NACo); however, DHS has substantial involvement in those events via the cooperative agreement relationship.

Specifically, this cooperative agreement calls for NACo to plan, organize, conduct and evaluate policy forums for county and city officials to address challenges to achieving communications interoperability at the local level. As an example, a policy forum was recently held in Kansas City, Missouri, on April 30 and May 1, 2009. This two-day event helped 39 county, city and municipal officials from eleven different jurisdictions focus on policy-level issues and concerns, budgeting priorities, building bridges across disciplines and jurisdictions, as well as provide suggestions on methods to provide comprehensive policymaking leadership. Additional academies hosted by NACo via the cooperative agreement are planned later in the year. OEC assumed program

management responsibilities for this cooperative agreement at the beginning of the FY when \$300,000 was added to the award, and the period of performance was extended to September 30, 2009.

These two-day events will help county, city, and municipal officials address challenges in achieving communications interoperability at the local level in addition to becoming involved in regional, statewide and nationwide planning efforts. Key challenges addressed include governance, technology, training and exercises, and use of voice and data equipment.

OEC has also partnered with the non-profit National Governors Association to help states address interoperable emergency communications-related statewide governance issues. Through OEC funding, the Association has awarded grant funds through a competitive process to six states: Arizona, Arkansas, Idaho, Massachusetts, New York and Washington. These states are implementing projects to strengthen statewide governance structures.

Additionally, OEC continues to contract with the National Consortium for Justice Information and Statistics (also referred to as "SEARCH"¹), which is a non-profit membership organization comprising one gubernatorial appointee from each of the 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands. SEARCH's professional staff assisted OEC, the Office of Interoperability and Compatibility, and the Federal Emergency Management Agency in developing the curriculum for the All-Hazards Type III Communications Unit Leader (COML) training course. SEARCH is now assisting OEC in providing the COML training throughout the country. Since October 2008, more than 800 state and local public safety officials have been trained. More than 1,000 are expected to be trained by the end of FY 2009. The course trains emergency responders to be communications unit leaders during all-hazards emergency operations, significantly improving communications across the multiple disciplines and jurisdictions responding to an incident.

The Office of Emergency Communications has partnered with several non-profit organizations to expand its training capabilities, with the non-profit National Governors Association to help states address interoperable emergency communications-related statewide governance issues, and with SEARCH in providing All-Hazards Type III Communications Unit Leader (COML) training. Please see the response to Question 29 for more details.

¹ "Systems for the Electronic Analysis and Retrieval of Criminal Histories"

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE HAROLD ROGERS

W. Ross Ashley, Assistant Administrator of Grant Programs, Federal Emergency Management Agency
Dr. David Boyd, Director of the Office of Interoperability and Compatibility, Science of Technology Directorate
Chris Essid, Director of the Office Emergency Communications, National Programs and Protection Directorate
 Interoperable Communications

MITOC

Question: Has S&T, OEC, and FEMA examined the use of the Man-portable Interoperable Tactical Operations Center (MITOC) platform as an element of Nationwide emergency and disaster communications system? If not, please explain how FEMA and the OEC are specifically fulfilling the operational communications needs of State and local operators as per OEC's National Emergency Communications Plan and how the MITOC platform might contribute to such efforts.

ANSWER: As Dr. Boyd and Mr. Ashley explained at the hearing in response to a similar question, the Department of Homeland Security (DHS) has examined the Man-portable Interoperable Tactical Operations Center (MITOC) platform. DHS's Science and Technology (S&T) Directorate has conducted a number of demonstrations of MITOC, and a number of Federal grant programs administered by the Federal Emergency Management Agency's Grant Programs Directorate can be used to support the acquisition of MITOC and similar technologies.

Mobile Phone Penetration

According to CTIA, an international non-profit association representing all sectors of wireless communications, mobile wireless telephone penetration rate in the United States was approximately 85% in 2008.

Question: Have FEMA and OEC examined how mobile phones could be utilized during emergency situations to deliver important information to the public? If so, how do such efforts align with the National Emergency Communications Plan and what steps have been taken?

ANSWER: DHS S&T established a CMAS RDT&E Program within the DHS Command, Control and Interoperability Division (CID) in response to Section 604 of the WARN Act. The FCC established the Commercial Mobile Service Alerting Advisory Committee (CMSAAC) in response to Section 603 of the WARN Act to recommend protocols, technical capabilities, and technical procedures for a CMAS solution that will enable Commercial Mobile Service Providers (CMSPs) to voluntarily transmit alerts to mobile devices on their networks. The FCC adopted the majority of the CMSAAC recommendations in three Reports and Orders. DHS S&T has evaluated that set of recommendations as the proposed current solution and found that strong

evidence exists in favor of the current recommendations for the CMAS solution, although there are some areas that can use attention to optimize the CMAS capability to alert and warn the public on mobile devices. Major findings included:

- Cell Broadcast appears to be the strongest alternative for the distribution of CMAS alerts at this time. While SMS messaging ("text messaging") is most prevalent today, numerous government and industry studies have found that the infrastructure can quickly become overwhelmed and messages can be delayed up to several hours using that technology making a broadcast capability a more viable option.
- Some within industry are much closer to being able to provide CMAS alerts than others.
- There are lingering questions regarding the 'C' interface specification, costs in upgrades to software, hardware and infrastructure; and the effect alerts may have on device battery life. These questions could affect the success of CMAS if they are not answered.
- The Commercial Mobile Service Providers (CMSPs) will disseminate whatever they receive from the Federal Alert Gateway.

The FEMA Integrated Public Alert and Warning System (IPAWS) Program Office has also evaluated the current cell phone infrastructure related to alert and warning messaging capabilities. Governmentⁱ,ⁱⁱ, and academicⁱⁱⁱ analysis indicates that the currently available technology of cell phone providers for mass notification – Short Message Service (SMS) text messaging – would not be viable during emergency situations for alert and warning messages. The studies indicate that the cell phone SMS text messaging infrastructure quickly becomes overwhelmed and message delivery to individual cell phones can be delayed up to several hours. The NCS study produced the observation that if SMS text messaging were to become the dominant means of communication during a crisis, current systems would require "100 times more capacity to meet this load." The Commercial Mobile Service Alert Advisory Committee recommended implementation of cell broadcast technology for alert and warning capability.

Although the Federal Communications Commission (FCC) has primary jurisdiction for commercial mobile service providers under the Warning, Alert and Response Networks (WARN) Act, the Department of Homeland Security's (DHS's) Science and Technology Directorate has research, development, testing and evaluation responsibilities for mobile alerting services. In addition, under the FCC's rulemakings to implement the legislation, the Federal Emergency Management Agency has assumed a role in coordinating alerts and transmitting them to participating wireless carriers. Commercial wireless carriers are not required to transmit such alerts and warnings under the WARN Act, but carriers have been supportive of the FCC's and DHS implementation efforts. The Office of Emergency Communications (OEC) has not yet specifically examined how mobile phones could be used during emergency situations to deliver important information to the public beyond the current Federal implementation efforts. Nonetheless, the National Emergency Communications Plan provides a framework for the integration of such new capabilities, and OEC anticipates that the next generation of the plan will address public alerts and warning technologies in much greater detail.

While the National Emergency Communications Plan (NECP) does not focus specifically on current and future uses of commercial mobile wireless capabilities for public alerts, such capabilities are addressed within a number of NECP Objectives, Initiatives and Milestones, including Objective 4 (Standards and Emerging Technologies) and Milestones under Initiative 7.2 ("Within 24 months, develop plans and procedures to enhance emergency 911 systems and PSAP [Public Safety Answering Point] communications."). OEC anticipates that the next generation of the NECP will incorporate public alerts and warnings capabilities in much greater detail.

CMAS is currently in its infancy. As it develops and matures, the CMAS Research, Development, Testing, and Evaluation program in coordination with the Integrated Public Alert and Warning System Program will work to refine governance, protocols, procedures, and usage challenges to align with the NECP. Just as in emergency

responder communications interoperability, public alert and warning must be a partnership between the government and the private sector. This is particularly true in the area of wireless communications.

Like most problems related to communications, technical challenges are only one part of a much broader picture. This is true for public alerts and warnings as well. Formal governance structures exist in some form for the Emergency Alert System, including State Emergency Communications Committees, State EAS plans with associated governance, and even State AMBER Alert plans. The FCC is currently proposing an Advisory Committee that would have some input into the FCC activities related to alerts and warnings. Nevertheless, public alert and warning capabilities have developed in pockets throughout the country in an organic fashion, and many questions remain regarding governance of such capabilities.

On the Federal Government end, coordination is needed. Many agencies are independently pursuing objectives without collaborating with agencies pursuing related activities. Components of DHS are looking at how to standardize and implement technical protocols for public alert and warning communications, but some gaps still exist, including key aspects of alerts and warnings such as authenticating the originator of an alert as a trusted source. In addition, operational procedures must be looked at to standardize the way in which alerts and warnings are crafted to ensure the most effective public response to them.

Another aspect of public warning that must be integrated with communications between emergency response officials is situational awareness. Accurate risk assessment is a key to ensuring only the most vital alerts and warnings are provided to the public.

Question: If FEMA and OEC have studied methods in which to employ mobile phones in emergency communications, what is the most effective, efficient way for the American public to receive emergency alerts via their mobile phones? To what extent would the installation of FM radio chips in mobile phones assist in delivering information to the widest possible audience, including public safety officials and the general public?

ANSWER: As noted above in the previous response, the Department of Homeland Security's efforts to employ commercial mobile phones for emergency alerts have taken place in the context of the Federal Communications Commission's implementation rulemakings for the Warning, Alert and Response Networks (WARN) Act. As part of the RDT&E Program established in the WARN Act, S&T has evaluated the FCC rulemakings and the recommendations of the Commercial Mobile Service Alert Advisory Committee.

The effectiveness of mobile alerting will vary with the type of messaging technology employed, handset capabilities, and core functional issues. Mobile phones are intended to provide communications between two parties. Public alert and warning is best provided through a cellular broadcasting technique and technology to support it. Currently deployed messaging technologies have a myriad of issues, including vulnerability to spoofing, latency, network congestion, and difficulty targeting to specific areas. Because of Cell Broadcast's point-to-location ability, it provides the functionality needed to provide effective, targeted alerts unlike other messaging technologies. While Cell Broadcast is not yet enabled – major wireless carriers uniformly expressed their intentions to implement the technology.

In addition, a unique ring tone and vibration cadence should be provided to associate mobile alerts with the long-term Emergency Alert System brand that everyone recognizes from television and radio. This will require handset upgrades.

Finally, alerts need to be targeted to very specific areas in order to minimize a "cry wolf" syndrome. For geographic targeting in particular, specifying the minimum geo-targeting requirement to be county level while

allowing the Commercial Mobile Service Providers to choose to broadcast to a smaller geo-targeted area, provides the right flexibility for the first generation of CMAS networks.

Regardless of technologies implemented in mobile phone handsets, the Integrated Public Alert and Warning System (IPAWS) architecture in development at FEMA will leverage radio, television, and cellular broadcast technologies and infrastructure for delivery of alert and warning information to the general public.

The current Emergency Alert System, (a key component of the IPAWS architecture) provides alert and warning dissemination over radio and television broadcast mediums. FEMA IPAWS is working with S&T developing requirements and specifications in accordance with the WARN Act for incorporation of the Commercial Mobile Alerting Service (CMAS) in to the IPAWS architecture. The CMAS component will add alert and warning dissemination to mobile handsets by partnering with carriers to deliver warnings over their networks, using cellular broadcast technology. CMAS will provide the capability for broadcast of short text messages over cellular and paging infrastructures to mobile devices.

Additionally, the IPAWS Program Office is currently re-issuing a request for proposal to conduct a study of Radio Broadcast Data System (RBDS) technologies. RBDS technologies can be employed to distribute digital alert messages through FM radio stations. The study will demonstrate RBDS technologies and implementation of features, functions, and capabilities that can be applied to the delivery of alert and warning messages to devices containing FM radio receivers.

Depending upon the implementation, the addition of FM radio capabilities in cellular handsets could provide an additional transmission mechanism by which the general public could receive text as well as audio alert and warning announcements and follow-up broadcast audio information on mobile phone handsets.

The DHS Science & Technology Directorate has preliminarily looked at RBDS as a viable option for delivering alerts and warnings to the public and concluded that while the RBDS solution may be a viable complementary solution, it is not recommended as the only or even primary solution for mobile alerts. RBDS has been looked at for emergency alerting as far back as the early 1990s when the FCC considered it as a solution during deliberations on improving the Emergency Broadcast System. In addition, the FCC's Commercial Mobile Service Alert Advisory Committee considered this option in their deliberations and concluded that it was not feasible.

Adding FM radios in cellular handsets may provide convenience to the public of being able to receive radio alerts and follow-up information on mobile phone handsets. However, the reach of these alerts would be based on the reach of FM radio broadcasts of those stations transmitting RBDS data in addition to the EAS audio. Note that there is no requirement for broadcasters to transmit such data.

There are several other disadvantages of this solution. Most mobile devices do not have a built-in FM chipset, so this would require handset modifications and the costs associated with these modifications. This would be difficult because handset form factors leave very little room for additional hardware. However, there are some devices that provide this functionality and are able to accommodate the FM chip. The driver here would be the adoption on the part of carriers, which is largely driven by the demand of their subscribers.

Other disadvantages include that the FM receiver would need to be turned on at all times, tuned to proper stations, and continuously listening for the RBDS data burst containing the alert. This could significantly impact battery life. If the device was turned off or the battery was dead, the alert would not be received.

Another weakness of an FM chip solution would be the inability to target very specifically. The targeting would be limited to the broadcast range of radio stations. As is well known, targeting alerts to only the affected

parties is a key success factor for any public alert and warning and was identified by the CMSAAC as a core functionality of the system.

While FM radio chips on mobile devices has several drawbacks, not least of which is the reluctance of the carriers to support imbedding the chips on devices supported on their networks, it is possible that radio broadcast data service could play a role in a national, comprehensive alert and warning capability. NOAA has provided grants to areas unserved by commercial mobile service to explore the use of this technology. S&T has considered pilots in this area internally, possibly considering looking at FM chip solutions as well as NOAA radio chips and even satellite. All of these options need further exploration to determine the feasibility and value of such a complementary solution.

The Office of Emergency Communications (OEC) has not yet examined the potential advantages or disadvantages of FM radio chips in mobile phones for public alerts capabilities. As noted above in the responses to Questions 33 and 34, the National Emergency Communications Plan provides a framework for the consideration of such technologies, and OEC anticipates greater detail in the next generation of the plan.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE NITA LOWEY

**W. Ross Ashley, Assistant Administrator of Grant Programs, Federal Emergency
Management Agency
Interoperable Communications**

Grant Guidance

Question: When FEMA references SAFECOM guidance, the actual title is SAFECOM Recommended Guidance for Federal Grant Programs. I am concerned that the absence of strict standards creates uncertainty for locals. For instance, instead of requiring radios to meet P25 standards, the guidance allows for non-P25 equipment to be used due to “compelling” factors. Why doesn’t the grant guidance include more strict rules to help locals put together applications that will be accepted?

ANSWER: The PSIC Grant Program put together an IJ Reference Guide document to provide detailed direction to help grantees formulate their PSIC IJs. PSIC also held four regional conferences to discuss the application process and answer grantee questions. Through NTIA, the PSIC Grant Program also provided technical assistance to 20 states and territories to help them complete their IJs and adhere to grant guidance requirements.

The Department of Homeland Security (DHS) uses the Office of Emergency Communications (OEC's) SAFECOM guidance for grant programs that support emergency communications, including the Interoperable Emergency Communications Grant Program, the State Homeland Security Grant Program, and the Urban Areas Security Initiative Grant Program. Such guidance is captioned as “recommended” in that other departments and agencies are encouraged to adopt it but DHS has no authority to require them to do so. Within DHS, the Federal Emergency Management Agency Grants Program Directorate and OEC coordinate with the Science and Technology Directorate on technical standards to use in grant guidance. Standards must be vendor-neutral, as DHS cannot be in the position of recommending one vendor over others. DHS must also recommend minimum standards, as technology in this area changes quickly, and grantees may propose solutions that exceed such minimum standards. Finally, although interoperability is a programmatic goal, some locations, particularly in rural areas, still lack basic operability. In such situations, DHS might approve replacement of equipment or additions to existing systems that do not meet P25 standards, provided the equipment improves operability or interoperability.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE NITA LOWEY

**Dr. David Boyd, Director of the Office of Interoperability and Compatibility, Science
of Technology Directorate
Interoperable Communications**

P25 Compliance Assessment Program

Question: I strongly support the P25 Compliance Assessment Program, which allows DHS and NIST to test manufacturers' claims that equipment meets certain standards.

- How many products has the program tested?
- How many products does DHS hope to test in FY09?
- How will DHS release results of testing to public safety agencies?

ANSWER: The S&T Directorate is in the process of certifying the laboratories to do the testing. Once laboratories are certified, product testing will begin. Thank you for your continued support of the Project 25 Compliance Assessment Program (P25 CAP). The P25 CAP allows equipment suppliers to voluntarily but formally demonstrate their products' compliance with a select group of requirements by testing those products in DHS recognized labs. These recognized laboratories are assessed by the National Institute of Standards and Technology (NIST) Office of Law Enforcement Standards (OLES) for their competence in testing Project 25 equipment to the selected set of Project 25 test standards. These laboratories then test P25 equipment supplied by manufacturers for the compliance to the standards, allowing the manufacturers to formally declare their products as compliant through the Responder Knowledge Base (www.rkb.us) website operated by DHS Federal Emergency Management Agency (FEMA).

Recognized test laboratories must demonstrate their competence through a rigorous and objective assessment process, conducted by NIST/OLES and based on internationally accepted standards. Laboratory assessments began in December 2008 and continued through April 2009. During the assessment, the NIST/OLES laboratory assessment team examined equipment, facilities, test reports, and the management system; observed demonstrations of testing; reviewed quality and technical records; and reviewed the credentials of staff to determine their competency in particular areas of expertise.

NIST/OLES has submitted to OIC its recommendations for laboratory recognition. This spring, OIC will recognize these laboratories to conduct this equipment testing. Until then, the number of laboratories that will be recognized is confidential. P25 manufacturers will soon begin to submit their equipment through the testing process, and will release standardized summary test reports from these recognized laboratories, along with declarations of compliance.

A six-month grace period provides equipment manufacturers and laboratories time to perform the necessary tests. Following SAFECOM grant guidance, after six months, equipment delivered to grantees receiving funds will be required to have the supporting Supplier's Declaration of Compliance (SDoC) and Summary Test Report (STR). This program, through grant guidance, provides a means of verifying that federal grant

dollars are being invested in standardized solutions and equipment that promote interoperability for the emergency response community.

The S&T Directorate's Office for Interoperability and Compatibility (OIC) expects product testing to begin once laboratories are certified. OIC will recognize the first batch of laboratories to provide equipment testing this spring. Additional laboratories may continue to apply to the program and will continue to be assessed on a rolling basis, further expanding the pool of laboratories that manufacturers may choose to test their equipment. Upon recognition, these laboratories can begin testing P25 equipment supplied by manufacturers for the compliance to the standards, allowing the manufacturers to formally declare their products as compliant through the Responder Knowledge Base (www.rkb.us) website operated by FEMA.

The testing results will be available on the Responder Knowledge Base (RKB) website (www.rkb.us), which is managed by FEMA. This documentation will serve to increase the public's confidence in the performance, conformance, and interoperability of P25 equipment.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE NITA LOWEY

**Chris Essid, Director of the Office Emergency Communications, National Programs
and Protection Directorate
Interoperable Communications**

NECP Goals

Question: The NECP sets the goal that by 2010, 90% of Urban Area Security Initiative regions will be able to demonstrate response-level emergency communications within one hour for routine events involving multiple jurisdictions. Does OEC have an estimate as to what percent of UASIs have that capability today?

ANSWER: The Office of Emergency Communications (OEC) does not yet have an estimate. However, the tactical interoperability exercises from 2006 showed that all urban areas could achieve command-level communications during the first hour of an incident in an exercise setting. This baseline was used to set the National Emergency Communications Plan Goal 1 threshold of 90 percent. To implement the plan, OEC will evaluate whether this Urban Areas Security Initiative exercise capability translates into a real-world response to an incident.

OEC Staffing

Question: Mr. Essid's testimony mentioned the significant progress that has been made to staff the OEC, expanding from four employees to 27 in just over two years. However, nearly 50% of the authorized positions remain vacant. What is the staffing plan to fill the remaining vacancies?

ANSWER: The Office of Emergency Communications (OEC) has a dedicated federal workforce committed to the interoperable emergency communications mission. A fully staffed workforce will make the office better able to achieve its vision: ensuring that first responders have the tools they need to communicate on demand, as authorized, and as needed during a response situation.

OEC is working closely with our Department of Homeland Security human capital counterparts to ensure that our full staffing complement is brought onboard in an efficient and timely manner. The Office is working aggressively to advertise and fill its remaining vacancies, especially with respect to hiring regional coordinator staff. In addition, the Office makes use of the Presidential Management Fellowship program, the Department's Policy Honors Fellowship program and detailee assignments to bolster its workforce.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE JOHN CARTER

**Dr. David Boyd, Director of the Office of Interoperability and Compatibility, Science of
Technology Directorate**

Challenges in Interoperable Communications to First Responders

Resilient Communications Capability

Question: Several weeks ago (Feb. 26th) this Committee had the opportunity to have as a witness, Major General Tonini, Adjutant General of the Kentucky National Guard. At that time, he indicated that the earlier Kentucky ice storm, which was a “no-notice” catastrophic event demonstrated that our nation lacks a resilient communications capability. The only communication that worked was satellite. We often see in disasters that we lack essential communications for first 96-120 hours of such an event. In fact, DHS Secretary Napolitano recently acknowledged this same communications gap in a March 9, 2009 Washington Times article when she said: “Ice buckled the phone towers, making it tough for state and local officials to communicate their needs to the feds.”

Would it not make a great deal of sense in carrying out your interoperability program if the Department in fact had a resilient communications capability to effectuate emergency responses?

ANSWER: The Department of Homeland Security believes that a fail-proof communications infrastructure is the ultimate objective. Unfortunately, it is difficult, if not impossible, to achieve. In the interim, a fault-tolerant communications infrastructure will have to suffice. The Department believes that communications systems interoperability is one of the essential constructs of communications infrastructure resiliency. Redundancy, diversity, ubiquity, and security are other essential elements of a fault-tolerant communications infrastructure. The objective would be to improve the reliability of this infrastructure over time.

i National Communications System. SMS over SS7. Technical Report Technical Information Bulletin 03-2 (NCS TIB 03-2), December 2003.

ii Commercial Mobile Service Alert Advisory Committee. Commercial Mobile Alerting Services Architecture and Requirements, Section 5.2, October 12, 2007.

iii Traynor, Dr. Patrick. “Characterizing the Limitation of Third Party Cellular Text Messaging Services,” September 2008.

JOINT HEARING WITH LEGISLATIVE BRANCH APPROPRIATIONS FOR 2010

WEDNESDAY, MARCH 25, 2009.

SECRET SERVICE PROTECTIVE MISSIONS AND INAUGURAL SECURITY

WITNESSES

MARK SULLIVAN, DIRECTOR, UNITED STATES SECRET SERVICE

PHILLIP D. MORSE, SR., CHIEF, UNITED STATES CAPITOL POLICE

Mr. PRICE. The Subcommittees will come to order, this being a joint meeting of the Homeland Security and Legislative Branch Appropriations Subcommittees.

OPENING STATEMENT OF CHAIRMAN DAVID PRICE

Today we are happy to welcome Director Sullivan and Chief Morse to this joint hearing. We will mainly be discussing the roles that both the Secret Service and the Capitol Police played in planning and then maintaining security and public safety at the 56th Presidential Inauguration.

First I want to recognize the Secret Service's recent work and provide some context for today's hearing. The 2008 campaign was the longest and most widely attended in Secret Service history. The agency started protection for then-candidate Obama much earlier than any previous candidate. Throughout the campaign, Senators Obama and McCain attracted record crowds. After the election, the President-elect continued to lead extraordinarily large rallies and meetings. It is a remarkable achievement and the result of the hard work and dedication of thousands of agents that the 2008 campaign and transition functioned smoothly and safely.

By virtue of North Carolina being a battleground State, I had the opportunity to witness the Secret Service in action protecting candidate Obama among the throngs of people at his events. I was very impressed by the professionalism and dedication of the men and women under your command, Director Sullivan. Thank you for everything your agency did to protect our candidates and their families throughout a uniquely challenging election season.

There was also much about the inaugural celebrations that went well. Nearly 2 million people witnessed President Obama's swearing in, and there was not a single security-related incident, arrest or serious injury at the inaugural festivities. Spectators watching the festivities on television saw a remarkable event. So therefore, I congratulate both of you for a day that required extraordinary

preparation and coordination, and in most respects was successful; however, not in all respects.

We are all aware that not everything went well on Inauguration Day. Thousands could not enjoy the festivities since they were stuck in large, amorphous crowds outside the Capitol Grounds. Others were trapped in the tunnel beneath the Capitol Reflecting Pool.

As I am sure other colleagues will attest today, there were constituents from each of our districts who traveled, often at great expense and personal sacrifice, to witness this historic day. And we can apologize for what led to their disappointment, but I think we owe them more than that. I think we need to review what happened so we have an accurate account, and also so we can prevent similar mistakes in the future.

The Secret Service, which led both security planning for the inaugural and the after-action review of the day's challenges, has made some recommendations for improvements in a report just released, and we look forward to discussing those proposals with you today.

The viewing areas with the worst problems were the blue- and purple-ticketed sections, which were behind the seated section on the Capitol Grounds. You can see these areas on our monitors. The silver section west of the Capitol Reflecting Pool also had problems, which appear to have been exacerbated by reducing checkpoints to a single entry for the 100,000 people holding silver tickets.

From the postinaugural report, crowding problems were apparent as early as 5 a.m. when people started arriving at the Capitol entry gates. However, without clear direction or lane markers, orderly lines failed to develop and instead turned into large mobs waiting for the gates to open.

As people continued arriving, additional problems developed. Security barricades, street closures, and dense crowds made for a confusing and frustrating trek. At some point, people waiting to enter the purple section went into the northbound tube of the Third Street Tunnel, even though this area was supposed to be closed to pedestrians and reserved for emergency vehicles. Thousands of people got stuck in the tunnel for hours while no law enforcement agency did anything, as far as we can tell, to assist them or clear the congestion.

The after-action report notes how a civil disturbance unit observed conditions in the tunnel, but did not do anything to clear the crowd since the people were peacefully waiting. I would like to know more about how this decision was made and why it was considered safe for people to stand literally feet away from speeding emergency vehicles.

After the gates opened, it quickly became clear there was no effective system to validate visitors' tickets, and that entry gates were much narrower than the magnetometer screening banks, as illustrated by this photo on the monitor. Just look at that mass of people behind the prescreening gates. The postinaugural report claims that these entry points were adequate to process all attendees. You have to ask what reasoning lay behind the creation of such bottlenecks, however.

As a final point, I would like everyone to look at the satellite image on the monitor. The photograph was taken about 40 minutes before the actual swearing in. You can see, that the purple, blue and silver sections were not anywhere near capacity, and that massive crowds were still awaiting entry at the backed-up checkpoints.

I want to be clear today that our intent is constructive, to determine what happened, to account for problems and to identify solutions. We have to make sure this doesn't happen again.

I am going to ask each of you gentleman to summarize your comments in a 5-minute oral presentation. Of course, we will enter your full statements in the record. I will ask Director Sullivan to begin, followed by Chief Morse.

[The information follows:]



COMMITTEE ON APPROPRIATIONS

David Price (D-NC), Chairman, Subcommittee on Homeland Security

FOR RELEASE UPON DELIVERY

Media Contact:
Phil Feagan

Wednesday, March 25, 2009
202-225-1784

OPENING STATEMENT OF CHAIRMAN DAVID PRICE

***Protecting Our Nation's Leaders:
Challenges of the 2008 Presidential Campaign and the 56th
Presidential Inauguration
March 25, 2009 / 2:00 pm***

Today we welcome Director Sullivan and Chief Morse to this joint hearing of the Appropriations Subcommittees on Homeland Security and the Legislative Branch. We will mainly be discussing the roles that both the Secret Service and Capitol Police played in planning and then maintaining security and public safety at the 56th Presidential inauguration.

First, I want recognize the Secret Service's recent work, and provide some context for today's hearing. The 2008 campaign was the longest and most-widely-attended in Secret Service history. The agency started protection for then-candidate Obama much earlier than any previous candidate. Throughout the campaign, Senators Obama and McCain attracted record crowds. After the election, the President-elect continued to lead extraordinarily large rallies. It is a remarkable achievement and the result of the hard work and dedication of thousands of agents that the 2008 campaign and transition functioned smoothly and safely.

By virtue of North Carolina being a "battleground state," I had the opportunity to witness Secret Service in action protecting candidate Obama among the throngs of people at his events.

I was very impressed by the professionalism and dedication of the men and women under your command. Director Sullivan, thank you for everything your agency did to protect our candidates and their families throughout a uniquely challenging election season.

There was also much about the inaugural celebrations that went well. Nearly 2 million people witnessed President Obama's swearing in, and there was not a single security-related incident, arrest or serious injury. Spectators watching the festivities on television saw a remarkable event. Therefore, I congratulate both of you for a day that required extraordinary preparation and coordination and in most respects was successful.

However, we are all aware that not everything went well on Inauguration Day. Thousands could not enjoy the festivities, since they were stuck in large, amorphous crowds outside the Capitol grounds. Others were trapped in the tunnel beneath the Capitol reflecting pool. As my colleagues will attest, these were constituents from each of our districts, who travelled often at great expense and personal sacrifice to witness this historic day. While we can apologize for what led to their disappointment, we must also review what happened so we don't make the same mistakes in the future. The Secret Service, which led both security planning for the inaugural and the after-action review of the day's challenges, has made some recommendations for improvements. I look forward to discussing these proposals with you.

The viewing areas with the worst problems were the blue- and purple-ticketed sections, which were behind the seated section of the Capitol grounds. You can see these areas on the monitors. The silver section, west of the Capitol reflecting pool, also had problems, which appear to have been exacerbated by reducing check points to a single entry for the 100,000 people holding silver tickets.

From the post-inaugural report, crowding problems were apparent as early as 5AM when people started arriving at the Capitol entry gates. However, without clear direction or line markers, orderly queues failed to develop and instead turned into large mobs waiting for the gates to open.

As people continued arriving, additional problems developed. Security barricades, street closures, and dense crowds made for a confusing and frustrating trek. At some point, people waiting to enter the purple section went into the north-bound tube of the third street tunnel, even though this area was supposed to be closed to pedestrians. Thousands of people got stuck in the tunnel for hours while no law enforcement agency did anything to assist them or clear the congestion. The after-action report notes how a Civil Disturbance Unit observed conditions in the tunnel but did not do anything to clear the crowd, since the people were peacefully waiting. I would like to know more about how this decision was made and why it was considered safe for people to stand literally feet away from speeding emergency vehicles.

After the gates opened, it quickly became clear there was no effective system to validate visitors' tickets, and that entry gates were much narrower than the magnetometer screening banks, as illustrated by the photo on the monitor. While the post-inaugural report claims these entry points were adequate to process all attendees, I have to ask why one would purposely create such a bottleneck.

As a final point, I would like everyone to look at the satellite image on the monitor. This photograph was taken about 40 minutes before President Obama's swearing in. You can clearly see that the purple, blue and silver sections were not anywhere near capacity, and that massive crowds were still awaiting entry at the backed up checkpoints.

I want to be clear that our intent today is constructive: to determine what happened, to account for problems, and to identify solutions. We have to make sure this does not happen again. Gentlemen, please summarize your comments in a 5 minute presentation. Your full statements will be entered into the record. Director Sullivan, you will begin, followed by Chief Morse. Before you start, however, let me turn to the Chairwoman of our Legislative Branch Subcommittee, Ms. Wasserman-Schultz, for her comments.

#

Mr. PRICE. Before we start, I want to turn to our distinguished Ranking Member of the Homeland Security Subcommittee Mr. Rogers.

Mr. ROGERS. Thank you, Mr. Chairman. Welcome to Director Sullivan and Chief Morse.

OPENING STATEMENT OF RANKING MEMBER HAROLD ROGERS

As I read through the review of the inauguration, I am struck by four key facts, and some of these are repetitive to what the Chairman has said.

One, the largest crowd to ever attend an event on the National Mall, some 2 million people. No arrests, no injuries, no security incidents of any kind. So from a safety and security point of view, the inauguration was unquestionably a remarkable success.

Now, as many as 10,000 people appeared to have been inadvertently restricted from gaining access to the event, and that is indeed an unfortunate and regrettable occurrence. But from my read of the inauguration report, the problems with gaining access to the standing areas around the Capitol were a result of poor crowd control, poor signage, poor ticketing and poor planning.

These are issues that can only be partially addressed by today's witnesses because responsibility for many of the decisions that led to these problems largely fell under the Joint Congressional Committee on Inaugural Ceremonies, chaired by Senator Feinstein, which is not even represented here today in this hearing. So I think we have a number of missing witnesses.

Having said that, the report also highlights a number of areas for improvement, areas I hope to learn more about, and lessons learned that I fully expect to be applied to future security events. But from my vantage point on the Homeland Security Subcommittee, I am concerned as we review the inauguration, we might lose sight of the phenomenally intense year that the Secret Service has just endured, not to mention the Capitol Police; the Secret Service from protecting the largest number of protectees in the agency's history, to a protracted Presidential campaign with multiple candidates, record-sized crowds, to a present climate of heightened demands on both the protective and investigative missions. The Secret Service is in the midst of what is probably its most challenging period since its inception in 1856.

Director Sullivan, as much as I want to better understand the facts surrounding the inauguration, I also want to hear how the Secret Service is adapting to this period of intensifying threats, threats to our Nation's leaders as well as threats to our financial system, at a time when our economy is perhaps as fragile as it has ever been.

So I thank the witnesses for appearing with us today as we probe into the problems of the inauguration. Do not mistake our concern for a lack of appreciation for your agencies' efforts to protect the national leadership and keep visitors to the Capitol safe and secure.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

[The information follows:]

OPENING STATEMENT

CONGRESSMAN
Hal Rogers



FIFTH DISTRICT • KENTUCKY

Offices in
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**Opening Statement
Committee on Appropriations
Subcommittee on Homeland Security**

**Protecting our Nation's Leaders:
Challenges of 2008 Presidential Campaign and the 56th Presidential Inauguration**

Witnesses:

**Mark Sullivan, Director, United States Secret Service
Phillip Morse, Chief, United States Capitol Police**

2:00 PM | Wednesday | March 25, 2009 | 2359

Thank you Mr. Chairman, and welcome to Director Sullivan and Chief Morse.

As I read through the review of the inauguration, I'm struck by four, key facts:

- ⇒ Largest crowd to ever attend an event on the National Mall—some 2 million people;
- ⇒ No arrests;
- ⇒ No injuries;
- ⇒ No security incidents of any kind.

So, from a safety and security point of view, the inauguration was unquestionably a remarkable success.

Now, as many as 10,000 people appear to have been inadvertently restricted from gaining access to the event—and that is, indeed, unfortunate and regrettable.

But, from my read of the inauguration report, the problems with gaining access to the standing areas around the Capitol were a result of poor crowd control, poor signage, poor ticketing, and poor planning. These are issues that can only be partially addressed by today's witnesses because responsibility for many of the decisions that led to these problems largely fell under the Joint Congressional Committee on Inaugural Ceremonies, chaired by Senator Feinstein, which is not even represented here today.

Having said that, the report also highlights a number of areas for improvement – areas I hope to learn more about and lessons learned that I fully expect to be applied to future security events.

But, from my vantage point on the Homeland Security Subcommittee, I'm concerned that as we review the inauguration, we might lose sight of the phenomenally intense year the Secret Service has just endured.

- ⇒ From protecting the largest number of protectees in the agency's history; to a protracted Presidential campaign with multiple candidates and record-sized

crowds; to a present climate of heightened demands on both the protective and investigative missions; the Secret Service is in the midst of what is probably its most challenging period since its inception in 1865.

Director Sullivan, as much as I want to better understand the facts surrounding the inauguration, I also want to hear how the Secret Service is adapting to this period of intensifying threats – threats to our Nation’s leaders as well as threats to our financial system at a time when our economy is perhaps as fragile as it has ever been.

So, I thank the witnesses for appearing before us today. As we probe into the problems of the inauguration, do not mistake our concern for a lack of appreciation for your agencies’ efforts to protect the National leadership and keep visitors to the Capitol safe and secure.

Thank you, Mr. Chairman.

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Mr. PRICE. I now recognize Ms. Wasserman Schultz, the Chairwoman of the Legislative Branch Subcommittee.

Ms. WASSERMAN SCHULTZ. Thank you, Chairman Price. Let me associate myself with your opening remarks which summarize many of the basic questions and concerns that this hearing is intended to raise.

OPENING STATEMENT OF CHAIRWOMAN WASSERMAN-SCHULTZ

While it is important to establish some lessons learned, we must not forget the thousands of people who had tickets to the inauguration, but were left out of a once-in-a-lifetime opportunity to see the swearing in of our Nation's first African American President.

While we must learn how to avoid the type of problems which occurred in the Third Street Tunnel and in the blue, purple and silver ticket-screening areas, it is also important to use this hearing as a forum to acknowledge the serious difficulties and disappointments experienced by many of our constituents.

For thousands of people who came to Washington at great effort and expense to celebrate an historic day in American history, January 20th, 2009, is now a traumatic memory of missed opportunity and disappointment. For many who were stuck in the aptly named "purple tunnel of doom" and in similar areas in the general vicinity, this memory is not merely disappointment, but also one of real fear and panic.

We have received statements for the record from some of our constituents who experienced the failures that occurred that day. They not only describe in very real terms what they saw, but they raise a number of key questions, which the review team report does not adequately answer. One of these statements which has been circulated to the committee was submitted by Marisa McNee and David Meyer, who are here with us this afternoon, and we appreciate your attendance.

These two individuals organized a Facebook group of more than 6,000 individuals who shared their experiences about the events on Inauguration Day. Their statement is not an angry attack on the system which failed them, but rather a helpful summary of their observations and suggestions for questions that we will hope to address this afternoon.

Mr. Chairman, I seek unanimous consent to read this full statement, which I will then insert into the record, and I ask that our witnesses provide a detailed response to the questions which are raised.

Mr. PRICE. Without objection.

STATEMENT FROM INAUGURAL ATTENDEES

Ms. WASSERMAN SCHULTZ. We, Marisa McNee and David Meyer, have prepared a statement based on our personal experiences on Inauguration Day and as organizers of a group formed on Facebook to deal with the initial confusion, misinformation and misstatements from public officials. We have spent hundreds of hours reviewing thousands of stories, photographs and videos from purple, blue and silver ticket holders who were unable to get into the inaugural ceremony and/or were placed in a dangerous situa-

tion while attempting to get into the ceremony. It is from that perspective that we offer this statement to you today.

The recommendations outlined in the executive summary of the multiagency report seem well considered. They correctly address three central problems that contributed to the inaugural difficulties: poor interagency coordination, both during the planning process and on Inauguration Day; poor communication with attendees; and questionable assumptions built into the planning process.

Unfortunately, it is not possible to judge whether the recommendations are adequate to the task of preventing a recurrence in 2013. The executive summary does not sufficiently explain where the 2008–2009 processes broke down. Some of the difficulties can be reconstructed from the specific recommendations, but public participation in the planning process should not be contingent on speculative leaps.

Specific recommendations were introduced with brief narrative overviews. Those narratives include the observations of many attendees. Some specific issues: The crowd management section highlights complications caused by unexpectedly large numbers of early attendees. The Mall officially opened at 4 a.m., and Metrorail began running at the same time. “Arrive early” was a constant refrain in the press and on television, yet most of the major problems did not arise until after the Mall officially opened.

Both the prescreening and the crowd-management sections blame overcrowded and uncontrolled lines on the commingling of unticketed and ticketed attendees. Very few attendees seemed to agree that this was a significant factor. The police frequently used bullhorns to inform people in the purple ticket queuing area that it was for purple ticket holders only. The crowd would typically respond by waving their tickets in the air. This seems to suggest the police continued to operate under the assumption they were communicating with unticketed attendees, despite rather obvious evidence to the contrary.

The Third Street Tunnel section claims that attendees’ use of the Third Street Tunnel was unexpected, yet uniformed officers were directing people into the tunnel as early as 5:30, according to eyewitness accounts. Moreover, regardless of the spontaneity of crowd accumulation in the tunnel, there is no explanation for why crowds were allowed to remain there if they were not supposed to be there. The Third Street Tunnel section and the Multiagency Communications Center, MACC, section suggests that responsible officials didn’t become fully aware of the magnitude of the tunnel problem until after the fact. The MACC section notes that calls from attendees were dismissed because of a lack of clarity by the caller, yet security officials regularly drove through the tunnel, and there were likely security cameras monitoring the situation.

Attendees have been remarkably public-spirited about the inaugural difficulties. They remained in good spirits under trying circumstances on January 20th. They have remained engaged and committed over the last 2 months to ensure that we do not confront similar problems in 2013.

Public participation in the investigation is an asset to those seeking to understand what went wrong. It is crucial that we are al-

lowed to participate in the process. We need more basic factual information to be able to do so.

We understand the legitimate concerns involved in publicizing security-planning information. At a minimum, though, an additional summary account of the findings of the review process should be produced. Better yet, a judiciously redacted version of the full report should be made available.

Thank you for your time and attention to this issue.

OPENING STATEMENT OF CHAIRWOMAN WASSERMAN-SCHULTZ,
CONT'D

Mr. Chairman, I also want to take this opportunity to thank all of the security agencies for the extraordinary level of effort which they put into the planning for and execution of the inaugural event. The 1.8 million people who came to Washington to witness the swearing-in ceremonies here at the Capitol is by far the largest crowd ever to gather in Washington. While everyone here recognizes that it was far from perfect, the fact that there were no arrests or serious injuries is a remarkable accomplishment. This achievement during a period of very real terrorist threat is a testament to the hard work and skill of the security teams which were assembled.

I also want to thank the inauguration review team for the report which they prepared. While no plan can provide for every eventuality, this review makes more than 40 specific recommendations, which I believe should and will be taken very seriously.

Mr. Chairman, before closing, I believe that our review must also ask questions about the inauguration beyond those associated with the ticket-screening and tunnel problems. We must ask our witnesses, based on their experience with the inauguration of Barack Obama, the Capitol complex and the National Mall, how we can be prepared to handle crowds of 2 million people or more during a period of elevated terrorist threats. How can our regional transportation systems be adequately modified to transport this size crowd? What needs to be done to prepare the National Mall to safely hold this volume of spectators? What support does the District of Columbia need at the local level to assist with an event of this size? And what can be done to accommodate individuals who are less mobile, who may not be capable of standing in a security line for hours.

While it is not always productive to deal in hypotheticals, we must look at this from the standpoint of what could have happened. What if, God forbid, there had been some event or circumstance which would have required evacuation of the President, the Congress and the public? Could that have been done safely?

After reading the report and talking to many of my own constituents, I am frankly amazed that there were not bigger problems. We are dealing with some fundamentals of democracy at our hearing today. We are a very large and open Nation. We believe in and want to foster a participatory democracy. The peaceful transfer of power from one President to the next may well be the finest single example of American democracy. Preserving the American people's ability to participate in this historic event as witnesses is extremely important.

While we succeeded in protecting the President and preventing injury to the public, we failed as a country in providing access for thousands of Americans who should have had the ability to witness this historic inauguration. I believe that this hearing should provide us with an opportunity to step back and take a closer look at some of the issues that will affect future inaugural and highly attended events. Thank you very much.

Mr. PRICE. Mr. LaTourette.

Mr. LATOURETTE. Thank you, Mr. Chairman. I will be mercifully brief.

OPENING STATEMENT OF CONGRESSMAN LATOURETTE

I want to add my voice to commend the Secret Service and the Capitol Police for the job they did not only on January 20th, but in all the months leading up to January 20th. I took a picture, not from the satellite, but from our perch on the West Front of the Capitol, of the humanity stretching from the Capitol to the Lincoln Memorial. And the fact that that many people were there and it went off without a hitch in terms of safety is indeed a reason that you gentleman and your agencies should be commended.

I noticed in your opening remarks, Mr. Chairman, as you were applauding the Secret Service for the protection of Presidential candidates, you didn't indicate you were at any McCain rallies in North Carolina, just the Obama ones. I am sure the Secret Service did a nice job of protecting Senator McCain as well in North Carolina.

I also have read the IRT report, and just sort of a heads up when it comes time to talk about questions, there is a question about the coordination with your agencies and the Joint Committee, as Mr. Rogers mentioned, and I would like to explore that. So if you would sort of be thinking about that.

I appreciate it very much, and yield back my time.

Mr. PRICE. We welcome our Full Committee Chairman Mr. Obey.

Mr. OBEY. Thank you, Mr. Chairman. Let me just make a few offhand remarks about some things that I saw and some things that I didn't see on that date.

OPENING STATEMENT OF CHAIRMAN DAVID OBEY

I certainly respect every agency before us today, and I recognize that you have got difficult jobs and that you are fine public servants. But I was nonetheless extremely disturbed by a number of events that occurred on that day, which is why I asked these two subcommittees to hold this hearing today. In fact, we could just as easily have had other parties testifying here as well; the Park Service, for one, and the D.C. police for another. Let me simply recite what I saw that day and then refer to some things I didn't see, but about which I was told.

We had originally been told by the Sergeant at Arms that for Members of Congress to get into the Capitol, if we were coming from Virginia, we should arrive at a certain checkpoint on the George Washington Parkway hopefully before 6:00 in the morning. I did that, and, as a practical matter, no one at that checkpoint had the foggiest idea they were supposed to let anybody in. Fortunately,

a Park Service superior eventually showed up and cleared up the problem, but it was obvious from the first moment there was confusion and lack of adequate communication.

Then we had been told to take the 14th Street exit onto Independence Avenue, which we did, arriving there very early in the morning. We got almost down to the Smithsonian Castle when traffic was blocked, and D.C. police officers began pounding on several cars, including mine, simply saying, "Turn around. Go back, go back, go back." When we attempted to find out where we were supposed to go, we were told, "Never mind, just move it. Just move it. Just move it." Again, people were pounding on the car.

So we went down to the other end of the avenue and were again told to turn around and go back the other way. It took some 45 minutes just sitting there before we were able to finally, thanks to Bill Livingston, find an alternate route to the Capitol.

I can understand a certain amount of confusion, but that was not confusion; that was madcap chaos that I saw on that street. I don't know whether the lack of coherence on the part of the people on the beat was a result of poor training or something else, but their actions certainly left something to be desired.

That is what I saw. What I didn't see, but what I was told about afterwards, was what happened to numerous constituents of mine, some of whom were reduced to tears, because after taking the time to come, after spending their money to come, after bringing their kids, they didn't get anywhere near that inaugural. And I heard tale after tale of chaos from people who had the correct tickets, from people who were stuck in that tunnel. I guess all I could think is that if a Member of Congress like myself had been treated the way we were treated that morning, I hate to think how an average constituent of mine was treated.

So while I certainly recognize all of the good service that your agencies and the other two that I mentioned have provided, it nonetheless was a scene of chaos that I certainly don't want to see repeated again.

I would like to know exactly what measures are being taken to see to it that 4 years from now it does not happen again, because what was supposed to be a positive experience for my constituents turned into an embittering one, and there are scars. These people believed in the change that they thought they had voted for. They wanted to participate in a great event, and they were denied it because of chaos, lack of planning or just poor organization. I am not sure what the root causes were, but it has to be corrected, it has to change.

I think we need in the last analysis to talk not just to your two organizations, but also to the D.C. Police, because what I saw on their part was not pretty, and, frankly, I did not appreciate the dismissive comments of the D.C. Police Chief, who seemed to downplay all of the problems as being just "minor incidents." They were far from minor to the people who experienced them. I would have appreciated a different attitude than the one I saw exhibited by her.

Having said that, Mr. Chairman, I want to thank you for holding the hearing. I will not be able to stay for much of the questioning, but I appreciate the fact that you are having the hearing today.

Mr. PRICE. Thank you very much.

Mr. PRICE. Director Sullivan, please proceed.

OPENING STATEMENT OF DIRECTOR SULLIVAN

Mr. SULLIVAN. Thank you. Good afternoon, Chairman Obey, Chairman Price, Chairwoman Wasserman Schultz, Ranking Member Rogers and distinguished members of the committee. Thank you for the opportunity to be here today.

Mr. Chairman, with the committee's permission, I will offer brief remarks and ask that my full statement be made part of the record.

When I appeared before the committee last year, the Secret Service was in the middle of an historic Presidential campaign. Some of the challenges we faced as an agency included the increased travel, staffing and equipment demands associated with the competitive primary contest and massive crowds at campaign rallies across the country. In addition, there were numerous international travel stops by all of our protectees.

I would like to recognize the extraordinary personal sacrifice made by our special agents, Uniformed Division officers and administrative, professional and technical support staff over the past 2 years. Whether it was providing candidate protection for 18 months, or adjusting the security plan for the Democratic National Convention to accommodate the use of an 85,000-seat outdoor stadium, or securing Presidential transition offices in two cities, the men and women of the U.S. Secret Service rose to meet the challenge.

In fiscal year 2008, the Secret Service provided protection at over 5,000 travel stops for our protectees and over 2,000 travel stops for visiting heads of state. Candidate nominee travel stops were up 70 percent over the 2004 Presidential campaign. Uniformed Division officers and Transportation Security Administration officers screened over 4.2 million people during this period, compared to 2.1 million people in 2004.

Although not designated national special security events, or NSSEs, the Secret Service led security planning for three Presidential debates, one Vice Presidential debate, the first visit to the United States by Pope Benedict XVI, the 63rd United Nations General Assembly, IMF/World Bank meetings, and the North American Leaders Summit. At the same time, we continued to perform our investigative mission in an exemplary fashion.

In fiscal year 2008, our field offices closed over 7,000 financial crimes and other criminal cases, which resulted in the arrest of over 8,000 people. This included disrupting the largest identity theft case in our country's history. In addition, our asset seizures were up 200 percent from 2 years ago and up 100 percent from 1 year ago. Field offices also conducted more than 10,000 protective surveys and closed over 3,000 protective intelligence cases. Total arrests in fiscal year 2008 were up 22 percent over fiscal year 2007.

Since January 2008, the Secret Service completed security plans for 10 national special security events, or NSSEs. The most recent NSSE was the Presidential address to a joint session of Congress on February 24, 2009. Other recent NSSEs include the 2008 State of the Union Address, the Democratic and Republican National

Conventions, the G-20 Economic Summit, and the 56th Presidential Inauguration.

The 56th Presidential Inauguration was an historic and proud moment for our country and one of the proudest moments in my career. I know this view is shared by all Secret Service employees and our law enforcement partners as well. Events went from January 17th through January 20th and included five separate NSSE designations: the preinaugural train trip with rallies in Philadelphia, Wilmington and Baltimore; the Lincoln Memorial concert; and the inauguration.

At the inauguration alone, an estimated 2 million people gathered on the West Front of the U.S. Capitol, the National Mall and along Pennsylvania Avenue. While I am proud of the fact that there were no arrests or major injuries reported, I would like to offer my sincere regret and apologies to ticket holders who were unable to get to their designated areas for the swearing-in ceremony at the U.S. Capitol.

At the request of the Joint Congressional Committee on Inaugural Ceremonies, the U.S. Secret Service, along with our law enforcement partners, completed a thorough review of this year's inauguration to identify specific problems and recommend changes to ensure that they do not occur again.

Some of the problems we identified and have already begun to incorporate in our planning are the establishment of a crowd control subcommittee; better utilization of signage for ticketed and nonticketed guests; for better real-time situational awareness, monitor the Internet social networking sites, such as Twitter, YouTube and Facebook; the opening of screening gates earlier; and prescreening of ticketed guests much further away from the entry gate to assure nonticketed guests or guests with incorrect tickets do not unnecessarily interfere and delay the entry of properly ticketed guests. These are just a few of the recommendations that we have and will utilize at future events.

The U.S. Secret Service owes a tremendous debt of gratitude to our Federal, State and local law enforcement partners and public safety officials throughout the country for their support during the 2008 campaign.

Our collective goal when it comes to securing NSSEs and similar large events is to develop and implement an operational security plan that achieves two core objectives: Provide a safe and secure environment for Secret Service protectees and other dignitaries, event participants and the general public; and safeguard people's lawful freedoms of speech, assembly and petition of government.

Mr. Chairman, distinguished members of the committee, this concludes my opening statement. Thank you again for the opportunity to be here today. I will be happy to answer any questions at this time. Thank you.

Mr. PRICE. Thank you.

[The information follows:]

U.S. DEPARTMENT OF HOMELAND SECURITY

U.S. SECRET SERVICE



STATEMENT FOR THE RECORD

**MARK SULLIVAN
DIRECTOR**

ON THE

**SECRET SERVICE'S DUAL MISSION
AND INAUGURAL SECURITY**

BEFORE THE

**COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON HOMELAND SECURITY**

U.S. HOUSE OF REPRESENTATIVES

March 25, 2009

INTRODUCTION

Good afternoon Chairman Price, Ranking Member Rogers, and other distinguished Members of the Committee. On behalf of the men and women of the Secret Service, it is a privilege to appear before you today to discuss the extraordinary work and multi-agency planning, coordination, and cooperation that resulted in a very successful year for our agency. When I appeared before the Committee last year, the Secret Service was in the middle of a historic presidential campaign. Some of the challenges we faced as an agency included the increased travel, staffing, and equipment demands associated with a competitive primary contest that lasted until June 2008, massive crowds at campaign rallies across the country for sustained periods of time, and numerous international travel stops by our protectees.

Although substantial resources were needed to address the unprecedented demands of the 2008 Presidential Campaign, our special agents, Uniformed Division officers, and administrative, professional, and technical support staff never missed a beat. Whether it was adjusting the security plan for the Democratic National Convention (DNC) in Denver, Colorado to accommodate the use of an additional venue (INVESCO Field), securing presidential transition offices in two different cities, or disrupting one of the biggest financial crime cases in our country's history, the men and women of Secret Service rose to meet the challenge.

In fiscal year (FY) 2008, the Secret Service provided protection at 5,141 travel stops for our protectees and 2,100 travel stops for visiting foreign dignitaries. Within these stops, there were 1,857 candidate/nominee travel stops, which represented a 69 percent increase over the 2004 Presidential Campaign. During the 2008 Presidential Campaign, more than 4,500 magnetometers were used by Secret Service Uniformed Division officers and Transportation Security Administration (TSA) security officers to screen over 4.2 million people. This was a 77 percent increase over the number of people screened during the previous campaign. Since both the DNC and Republican National Convention (RNC) in St. Paul, Minnesota were designated National Special Security Events (NSSEs) by the Secretary of Homeland Security, the Secret Service assumed its role as the lead federal agency responsible for the planning, coordination, and implementation of the operational security plan. As part of the security plan for these events, the Secret Service screened more than 480,000 people and produced a total of 24,500 credentials for law enforcement and public safety personnel.

The Secret Service has a long, successful record when it comes to securing NSSEs. The recent Presidential Address to a Joint Session of Congress on February 24, 2009, was the 33rd NSSE held since 1998, when the designation was first established. Other recent NSSEs included the 2008 State of the Union, the G-20 Summit on Financial Markets and World Economy, and the events surrounding the 56th Presidential Inauguration. Although not designated NSSEs, the Secret Service performed similar duties for three presidential debates, one vice presidential debate, the first visit to the United States by Pope Benedict XVI, the 63rd United Nations General Assembly, IMF/World Bank

meetings, the North American Leaders Summit, as well as hundreds of protective travel stops held at large-scale venues.

While the impact of the 2008 Presidential Campaign and related activities was felt throughout the organization, the Secret Service continued to perform our investigative mission in an exemplary fashion. In FY 2008, our field offices conducted 10,008 protective surveys which represented a 24 percent increase over FY 2007. During this same time period, Secret Service field offices around the world closed 7,303 financial crimes, counterfeit, and other criminal cases which resulted in 8,294 arrests. In addition, special agents in the field also closed 3,036 protective intelligence cases which resulted in 109 arrests of individuals possibly representing a danger to our protectees. We also worked over the past year to strengthen our excellent partnerships with United States Attorney offices, and sustained a conviction rate of 99.6 percent for cases that went to trial. On the domestic front, \$64.4 million of counterfeit United States currency was reported passed on to the public this past year, while \$8.5 million was seized before it entered public circulation. Internationally, \$6.4 million of counterfeit currency was reported passed and \$31 million was seized. These seizures included the suppression of 294 counterfeit plants.

Also in the past year, the Secret Service made progress on several large-scale projects that were funded with the support of the Committee. The relocation of the Joint Operations Center (JOC), which was driven by the ongoing modernization of the Eisenhower Executive Office Building (EEOB), is scheduled to be completed this summer following an operational testing phase. As of February 2009, major construction of the new White House mail screening facility was 60 percent complete, and is currently ahead of a scheduled January 2010 completion. Although it has been a number of years since the anthrax and ricin letter attacks, the Secret Service is vigilant about the possible introduction of biological or other hazardous agents entering the White House Complex through the mail system. During FY 2008, nearly one million pieces of mail and other parcels were screened for hazardous materials to ensure the safety of those who live, work, and/or visit the White House Complex.

PRESIDENTIAL TRANSITION

After the 2008 Presidential Campaign came to a close, the Secret Service's workload continued at an accelerated pace. Following the general election, Secret Service special agents and Uniformed Division officers staffed presidential transition offices in Washington, DC and Chicago, Illinois. The Secret Service worked closely with the Metropolitan Police Department (MPD), the District Department of Transportation (DDOT), the Chicago Police Department, the General Services Administration, the Department of Justice, and other law enforcement and public safety entities to provide a secure environment surrounding the transition offices. During this period, the Secret Service cleared approximately 4,000 appointments through the Worker and Visitor Entrance System (WAVES) in Washington and approximately 100 staff and 10 guests per day at the Chicago location.

During the 2008 Presidential Campaign and transition, the Secret Service continued to conduct protective intelligence cases directed towards our protectees. As the international, domestic, and individual threat environment of the country was elevated during this period, so too was the threat environment for Secret Service-protected individuals, venues, and infrastructure. Since these trends remain at high levels, the Secret Service will use designated funds provided in the Omnibus Appropriations Act, 2009 (P.L. 111-8), to hire and train additional staff to evaluate the increased volume of threat information received related to the new President, Vice President, and their families, as well as all other protected individuals, venues, and infrastructure under our agency's protection. In addition, the Secret Service will increase the number of Counter Assault Teams to ensure coverage for the President and his family while maintaining coverage for former President George W. Bush. These specialized teams deploy personnel, weapons, and tactics to immediately divert, suppress, and neutralize attacks by terrorist or other organized groups which give the protective detail time to safely evacuate the protectee(s). The Secret Service will also make adjustments to provide additional Counter Surveillance Unit support to the President and Vice President, and to their immediate family members as appropriate. These specialized units are critical to the Secret Service's preventative approach to protection as they can observe and report pre-attack behaviors and disrupt threats, from the lone assassin to an organized terrorist group.

Post-Presidency Protective Detail and the Former Vice President Protection Act of 2008

In addition to the staffing and tactical adjustments that are necessary for the current President, Vice President, and their families, the Secret Service has successfully established a new Post-Presidency Protective Detail for former President George W. Bush and former First Lady Laura Bush. The funding approved by Congress in FY 2007 and FY 2009 allowed for a seamless transition of this protective coverage.

To provide permanent statutory authority for the Secret Service to protect Vice Presidents and their families after they leave office, Congress passed the Former Vice President Protection Act of 2008 (P.L. 110-326) last year. This bill, which was signed into law on September 26, 2008, provides Secret Service protection to the former Vice President, and his wife, for up to six months following his departure from office on January 20, 2009. The legislation also authorizes the Secretary of Homeland Security to extend Secret Service protection beyond six months if conditions warrant. Since the bill was enacted after submission of our FY 2009 budget, I am grateful that the Omnibus Appropriations Act, 2009, provides funding for the Secret Service to cover the added cost of protecting the former Vice President and his wife for this six month period.

Impact on the James J. Rowley Training Center

The additional training that will be done at the James J. Rowley Training Center to accommodate these staffing and tactical adjustments will put further stress on a physical plant that is in need of emergency repairs. A Secret Service report submitted to Congress in September 2007, which was approved by the Department of Homeland Security and

the Office of Management and Budget, identified roughly \$13 million in backlogged maintenance and noted urgent problems such as "...the failure to back feed campus structures during electrical outages; sewer lines that are undersized and not capable of carrying discharged effluent; and a water tank that is too low in height and cannot provide the water pressure required to sustain fire sprinklers."

While the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009 (P.L. 110-329), provided an additional \$250,000 to partially fund inflationary cost increases at the James J. Rowley Training Center, I am pleased that the Omnibus Appropriations Act, 2009, provides the robust funding needed to return the facility to a state of good repair.

INVESTIGATIVE ACCOMPLISHMENTS

Despite the heightened pace of the 2008 Presidential Campaign, numerous NSSEs, and the presidential transition, the Secret Service had an extremely successful year with our criminal investigative program as well. As I have testified to in the past, the Secret Service's investigative mission has evolved from a narrow mandate to eradicate post-Civil War counterfeiting 144 years ago, to a broader authority to protect American consumers and industry from financial fraud. In addition to digital counterfeiting, today's criminal participates in credit and debit card fraud, mortgage fraud, financial institution fraud, and other illegal activity that seeks to undermine our country's financial payment systems.

The Secret Service maintains statutory authority to investigate criminal violations relating to the counterfeiting of obligations and securities of the United States (18 U.S.C. §§ 470 - 474); financial crimes such as access device fraud (18 U.S.C. § 1029), financial institution fraud (18 U.S.C. § 1344), and identity theft (18 U.S.C. § 1028); and computer-based attacks on the nation's financial, banking, and telecommunications infrastructure (18 U.S.C. § 1030).

In the past three years, the Secret Service has observed a significant increase in the quantity, quality, and complexity of cases targeting financial institutions in the United States. Criminal trends show a marked increase in data breaches, mortgage fraud, and other financial fraud schemes. For example, from FY 2006 to FY 2008 the Secret Service noted a 47 percent increase in the number of mortgage fraud cases opened and investigated in the United States. These cases account for nearly \$81 million in losses to our financial institutions with potential losses in excess of \$247 million. In FY 2008 alone, the Secret Service arrested and indicted 5,633 individuals responsible for \$442 million in fraud loss directed at our financial institutions. These crimes are both national and transnational in nature and have placed additional burdens on our banking system.

Through our established network of 24 Electronic Crimes Task Forces (ECTFs) and 35 Financial Crimes Task Forces (FCTFs), the Secret Service has successfully combined the expertise and resources of federal, state, and local law enforcement with the private sector and academia to combat threats, including cyber threats, to our financial payment

systems. In addition to these established domestic partnerships, the Secret Service also partners with our international law enforcement counterparts to investigate, indict, and arrest criminals targeting our financial institutions while operating overseas. As part of the Secret Service's overall investigative effort, approximately 40 percent of our special agents assigned to our Office of Investigations have received at least one of the three levels of training provided through our Electronic Crimes Special Agent Program (ECSAP). These trained special agents have proven themselves invaluable when it comes to the successful prosecution of criminals engaged in bank fraud, mortgage fraud, access device fraud, identity theft, and other crimes targeting our financial institutions. ECSAP training has proved so effective that it is now part of the Secret Service's core curriculum for newly hired special agents.

The Secret Service is convinced that building trusted partnerships with international, federal, state, and local law enforcement, the private sector, and academia is the right model for combating financial crimes in the Cyber Age. Therefore, I am thankful for the additional funds provided in the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009, for the Secret Service's investigative efforts in this area.

NATIONAL SPECIAL SECURITY EVENTS

The partnership approach to the Secret Service's investigative mission applies to our role in designated NSSEs as well. During a NSSE, or any other event attended by our country's leaders, the Secret Service and our federal, state, and local law enforcement partners strive to balance security with the general public's ability to attend and participate in the event. The Secret Service's authorities at NSSEs were originally part of Presidential Decision Directive 62 (PDD-62) released by President William J. Clinton in May 1998, and later passed into law as part of the Presidential Threat Protection Act of 2000 (P.L. 106-544). The Federal Government's roles and responsibilities for NSSEs were further clarified in March 2006 by President George W. Bush with the issuance of Homeland Security Presidential Directive 15/National Security Presidential Directive 46 (HSPD-15/NSPD-46).

Under the NSSE framework, the Secret Service is the lead agency responsible for the planning, coordination, and implementation of the operational security plan, the Federal Bureau of Investigation (FBI) is the lead agency for intelligence and counter terrorism, and the Federal Emergency Management Agency (FEMA) is the lead agency for coordinating an effective response to possible emergencies. The NSSE designation provides event planners with the expertise and resources of the Secret Service and other federal agencies, as well as the experience and knowledge gained from lessons learned during previous NSSEs.

Multi-Agency Planning and Coordination

All NSSE operational security plans begin with the establishment of a steering committee typically comprised of command-level representatives from the Secret Service, FBI,

FEMA, and law enforcement and public safety agencies with local jurisdiction where the NSSE is taking place. For example, in Washington, DC, the steering committee for this year's Inauguration included representatives from the United States Capitol Police (USCP), the United States Park Police (USPP), the Department of Defense (DOD), the MPD, the District of Columbia's Homeland Security and Emergency Management Agency, the Presidential Inaugural Committee (PIC), the Joint Congressional Committee on Inaugural Ceremonies (JCCIC), and others.

After the steering committee was established, operational subcommittees were formed to deal with specific security areas including credentialing, transportation, fire and life safety, joint training, airspace security, and interagency communication. There were also subcommittees dedicated to security issues at the U.S. Capitol Complex, and along the official parade route. Each subcommittee was either chaired or co-chaired by a Secret Service agent and staffed with the appropriate federal, military, and local law enforcement and public safety representatives. These subcommittees met routinely during the weeks and months leading up to the event, and reported regularly to the steering committee to discuss and share their progress in developing their piece of the overall operational security plan.

The Secret Service has long held that information sharing extends to the general public as well, particularly regarding security plans that may impact citizens concerned about road closures or civil aviation restrictions. Primarily through the press and media, but also through other public affairs activities, our objective is to provide timely information about how security measures will affect individuals so that no one is unnecessarily inconvenienced. For example, on January 7, 2009, the Secret Service, USPP, USCP, DDOT, the Virginia State Police, the Maryland State Highway Administration, and the Washington Metropolitan Area Transit Authority issued a joint press release with information on regional road closures, vehicular restricted zones, public transportation options, charter vehicle information, and designated pedestrian routes.

56th Presidential Inauguration

On January 20, 2009, an estimated two million people gathered on the west front of the U.S. Capitol and along the National Mall to witness the Inauguration of President Obama. Although this year's Inauguration was designated a NSSE by the Secretary of Homeland Security on October 20, 2008, the Secret Service, along with our established partners at the federal, state, and local level, began the security planning process months earlier. The NSSE designation for the Inauguration was modified on December 10, 2008, to include the pre-Inaugural whistle stop train trip on January 17, 2009, with separate designations for events in Philadelphia, Pennsylvania, Wilmington, Delaware, and Baltimore, Maryland, and a large concert event at the Lincoln Memorial on January 18, 2009, which attracted over 280,000 people. Whether it was the support provided by TSA security officers who assisted our Uniformed Division officers at magnetometer checkpoints, or the Coast Guard securing our waterways as part of the perimeter security, components from across the Department of Homeland Security contributed to the overall success of these events.

Although an unprecedented number of people attended this year's Inauguration, I am proud of the fact that there were no arrests or major injuries reported. I would like to offer my sincere regret to ticket holders who were unable to get to their designated areas for the swearing-in ceremony. At the request of Senator Dianne Feinstein, who served as Chairman of the JCCIC, the Secret Service along with the Sergeants at Arms of the House and Senate, as well as the Chiefs from the USCP, USPP, and the MPD, completed a thorough review to understand what happened and prevent similar issues from happening four years from now.

Whether it is the Presidential Inauguration, State of the Union Address, DNC or RNC, or any other designated NSSE, the Secret Service owes a debt of gratitude to our federal, state, and local law enforcement partners, public safety officials, as well as emergency managers and other technical experts. While our partner agencies represent their own jurisdictions and bring their own expertise to the operational security plan, their contributions are critical to the success of these large-scale events. Collectively, the goal of the Secret Service and our partner agencies is to develop and implement an operational security plan that provides a safe and secure environment for Secret Service protectees, other dignitaries, event participants, and the general public, while safeguarding people's lawful freedoms of speech, assembly, and petition of the government.

RELIANCE ON TECHNOLOGY

A critical part of the Secret Service's support of designated NSSEs is our Information Resources Management Division (IRMD). During the 2008 Presidential Campaign, IRMD staff provided critical support to the Multi-Agency Coordination Centers (MACCs), credentialing centers, event sites, motorcades, and all security rooms. At the DNC and RNC, our IRMD staff provided the radio, telephone, satellite, and infrastructure support needed in the event of a major disruption.

In FY 2008, the Secret Service invited the National Security Administration (NSA) to perform an independent evaluation of our agency's network to detect potential network intrusion and cyber attack vulnerabilities. While the NSA findings are classified, I can tell you that the results were chilling. While the Secret Service's dual mission is reliant on technology to help our special agents, Uniformed Division officers, and administrative, professional, and technical staffs perform their duties, the agency's IT and other mission critical infrastructure cannot sustain the tempo of current operations.

One aspect of this problem was raised in my appearance before the Committee last year when we discussed the rapidly growing interoperability gap between the Secret Service and the White House Communications Agency (WHCA). Over several years, WHCA modernized their telecommunications infrastructure which rendered Secret Service systems incompatible. The funds provided in the Omnibus Appropriations Act, 2009, to enable Secret Service communications systems to interoperate with WHCA, will allow us to begin the work necessary to address this communications deficiency.

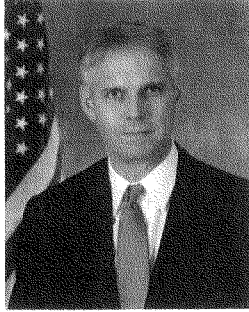
CONCLUSION

While the 2008 Presidential Campaign generated excitement and enthusiasm the world over, the Secret Service is well aware of the historical significance of the election and vigilant when it comes to the safety and security of the First Family and other protectees. Looking forward, President Obama and Vice President Biden have publicly announced that they will maintain an extensive domestic and international travel schedule this year. While we do not know the exact details of this travel, the Secret Service is planning for the President and Vice President to engage in domestic travel on a weekly basis and to participate in at least one overseas trip per month. Other senior Administration officials receiving Secret Service protection, such as the United States Trade Representative and the Assistant to the President for National Security, are likely to have extensive travel schedules this year as well.

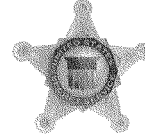
Given the historic significance of this past election, it is expected that President Obama will continue to draw crowds that are significantly larger than his predecessors. As such, we anticipate that our Uniformed Division officers will continue to work at an accelerated pace, using magnetometers and other screening equipment for the duration of this Administration, and our special agents in the field will continue to be tasked with protective intelligence cases and protective advances that are more labor intensive than in years past.

On the investigative side, the Secret Service will continue to put emphasis on our established partnerships through the ECTF program to investigate and prevent data breaches directed towards our country's financial institutions. Through our FCTF program, we will maximize the resources of the law enforcement community and the private sector in an effort to combat threats to our financial payment systems, including credit and debit card fraud, mortgage fraud, and other financial fraud schemes. Our ECSAP training and international field office staffing will continue to play a vital role in the disruption of criminal activity targeting our country's financial institutions. The Secret Service will also focus on strategic international investigations targeting counterfeiters and their distribution networks, as well as ensuring that bank note handlers overseas are trained to recognize counterfeit United States currency.

In closing, I would like to thank you again for the opportunity to be here today. I look forward to working with the Committee as you consider the President's FY 2010 budget request.



Mark Sullivan
Director
United States Secret Service



Mark Sullivan was sworn in as the 22nd Director of the United States Secret Service on May 31, 2006.

Mr. Sullivan was named Deputy Director in January 2006. Prior to that, he served as the Assistant Director for the Office of Protective Operations where he managed all protective activities for the agency, encompassing 12 divisions and 2,300 employees.

A native of Arlington, Massachusetts, Mr. Sullivan began his Secret Service career as a special agent assigned to the Detroit Field Office in 1983, after having served for three years as a special agent in the Office of the Inspector General for the Department of Housing and Urban Development. In 1990, Mr. Sullivan was transferred to the Fraud Division in Washington, D.C., where he coordinated and monitored multi-jurisdictional criminal investigations involving credit card fraud, bank fraud, and similar criminal activity. In 1991, Mr. Sullivan received his first assignment to the Presidential Protective Division, where he served for four years.

In 1996, Mr. Sullivan entered the agency's supervisory ranks with his selection as Assistant Special Agent in Charge of the Office of Protective Operations. He returned to the field in 1997 as the Resident Agent in Charge of the Columbus Resident Office, which oversaw all Secret Service activities in Central Ohio. Twenty months later, Mr. Sullivan was promoted and transferred back to Washington, D.C., as Deputy Special Agent in Charge of the Counterfeit Division, where he managed the agency's investigative activities related to the criminal production and distribution of counterfeit currency and other financial instruments. In July of 1999, he returned to the Presidential Protective Division, this time as an Assistant Special Agent in Charge.

Mr. Sullivan was promoted into the federal Senior Executive Service in July of 2000, when he was selected as a Deputy Assistant Director in the Office of Protective Operations. In 2002, he was reassigned to the position of Deputy Special Agent in Charge of the Vice Presidential Protective Division. A year later, he was reassigned to the position of Deputy Assistant Director, Office of Human Resources and Training.

Mark Sullivan has been the recipient of numerous awards for superior performance throughout his 25-year tenure with the Secret Service and his 30-year career in federal law enforcement. Most recently, he was awarded a 2005 Distinguished Presidential Rank Award.

Mr. Sullivan received his bachelor's degree from Saint Anselm College in Manchester, New Hampshire.

Mr. PRICE. Chief Morse.

Chief MORSE. Good afternoon, Mr. Chairman and Madam Chairman, Mr. Rogers, Mr. Obey and distinguished members of the committee. I also would like to make an opening statement as well as ask you for your permission to submit a written statement for the record.

Mr. PRICE. Thank you. We will submit your full statement in the record.

OPENING STATEMENT OF USCP CHIEF MORSE

Chief MORSE. The inauguration of President Barack Obama presented planners with unique challenges associated with an unprecedented 1.8 million people who gathered in Washington, D.C., that day to experience the excitement of the inauguration. The primary focus was ensuring safety and security of the assembled dignitaries and the public while protecting the event from disruption. The overall security plan had to balance between security and access.

On Capitol Hill the number of ticketed guests was consistent with prior inaugurations; however, we expected a large percentage of ticket holders to attend this inauguration than in the past. For this reason overflow areas were identified to handle expected attendants.

To help guide ticketed guests to the Capitol, police officers and civilian staff were posted at various Metro stops and intersections along the pedestrian routes leading to the gates. Additionally, elevated signs, banner bridges and variable message boards were used throughout the Capitol complex to guide and direct guests.

The plan to ensure access of all ticketed guests onto the West Front was not realized. While we expected and planned for almost 2 million people to descend on the core area of the city, we had no benchmark or historical perspective to forecast the cascading effect this size crowd would have on inaugural events, particularly access to the swearing-in ceremony, the Mall and the parade route.

On January 20th, people began arriving at gates on the Mall before 4 a.m. In fact, the Mall between Fourth and Seventh Streets filled to capacity by 6:30. This had never happened before in previous inaugurations.

At the Capitol, all gates for ticketed guests opened between 7:35 and 8:10 a.m. As we screened the crowds, it became evident that both ticketed and nonticketed guests were mixed together in lines waiting to be screened. As people continued to enter the city and migrate toward the Capitol, crowd management issues compounded, particularly areas around the blue and purple gates where crowds with different destinations were merging.

Due to the resulting congestion, attempts by law enforcement officers to relieve crowd pressure were ineffective or resulted in people being directed to staging areas never intended for pedestrian queuing. The northbound tube of the Third Street Tunnel is one example.

Further, poor up-channeling or miscommunication of information from the field to the officials at the various law enforcement command centers hindered situational awareness and led to crowd management problems in those areas, and that did not allow us to properly address or correct them.

We understand the disappointment and the frustrations of those who were eager to witness this historic event and were not able to access their ticketed locations. As deliberate and thoughtful as the planning process was, unanticipated challenges manifested themselves during the execution of the plan on the day of the event. The challenges we collectively confronted or later discovered include and control unified decisionmaking and positioning of resources to react and manage unpredictable actions of large masses of people.

In the end, the impact of the arrival and movement of almost 2 million visitors served to strain even the best of plans. Everyone who visited Capitol Hill, the Mall, the parade route that day entered and left safely. We do regret that a number of people, ticketed guests, were not admitted and left disappointed.

We will work even harder in the future for future events to ensure that everything humanly possible is done to enhance the experience for all who travel to witness historic events in this Nation's Capital.

We have jointly conducted a thorough after-action review of the 56th Inauguration. The critical review resulted in recommendations to improve planning, communication, coordination, crowd management and security operations. We will take the lessons learned, and we will develop and apply new procedures to improve our planning and operations as we continue to balance the requirements of security and accessibility to major events.

Again, I would like to thank you for the opportunity to testify before you today, and I will be happy to answer any questions that you have.

Mr. PRICE. Thank you.

[The information follows:]



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Testimony of

Chief Phillip D. Morse, Sr.

United States Capitol Police

before the

U.S. House of Representatives

Committee on Appropriations

Subcommittee on Homeland Security and

Subcommittee on Legislative Branch

March 25, 2009

Mr. Chairman and Madam Chair, I am pleased to appear before you today to discuss the joint planning for the myriad events associated with the Fifty-Sixth Presidential Inauguration.

By any measure, the Inauguration of President Barack Obama was an historic event. Following tradition, the Swearing-in ceremony was held on the West Front of the United States Capitol. The nation's elected leaders, former presidents, governors, foreign diplomats, Supreme Court Justices, military leaders and over two hundred thousand invited guests gathered to watch the President take the oath of office in accordance with the provisions of the Constitution. An unprecedented 1.8 million people gathered in Washington D.C. on January 20th to witness and experience this Inauguration.

The challenges presented to the law enforcement agencies who were partners in the planning and ground-level security operations were also unprecedented. The National Special Security Event joint planning and command structure was put in place to coordinate the efforts of all agencies involved in the various inaugural events. The foremost focus was ensuring the safety and security of the assembled dignitaries and the public for an orderly transition of power.

SECURITY AND ACCESSIBILITY

The overall security plan had to balance two separate and distinct concepts—security and accessibility—throughout each different venue. The combined requirement of providing the necessary level of security while maintaining the traditional openness of an inauguration created one of the greatest logistical challenges ever faced by law enforcement planners.

Planning for the security of this event meant consideration of many challenging realities and unknowns. Key to managing these was a thorough check and re-check of intelligence and threat levels in a post 9/11 environment. Through the National Special Security Event structure, we ensured everyone had a common picture of the threat and that lead and support roles were clearly designated for quick decision-making.

To meet the challenge of protecting those assembled on the West Front, we developed plans for concentric rings of security around the Capitol. This concept allows for strategically positioned law enforcement personnel to identify and mitigate a threat at the farthest possible point away from the target. Security was accomplished through vehicle barriers, fencing and security screening of guests at designated checkpoints.

We anticipated and planned for the 240,000 ticketed guests to enter through security screening points and assemble on the West Front and a portion of the Mall. Planning had to encompass the travel, arrival, screening and departure of these guests, possibility under adverse weather conditions. The number of ticketed guests was

consistent with prior Inaugurations, although we expected a larger percentage of ticket holders to attend this inauguration than in the past. For this reason, overflow areas were identified to handle the expected additional guests. The color-coding of the tickets designated which Metro stop and entry gate guests should use to access the event site. To help guide guests once they arrived in the area of the Hill, police officers and civilian staff were deployed at various metro stops and intersections along the pedestrian routes leading to the gates. Further, elevated signs, banner-bridges and variable message boards were used throughout the Capitol Complex to give guidance and direction to guests.

The highest standard of security, coupled with ease of accessibility meant deciding on a screening plan that combined magnetometers, hand wands, and waistband checks. The number of magnetometers assigned to each entry point was jointly decided by the U.S. Secret Service and the U.S. Capitol Police. Based on projected flow rates, the number was thought to be sufficient to allow for the screening of ticketed guests within the times the gates were to be opened. The mutual goal was to screen all 240,000 guests in the four hour window.

It is clear the security plan worked well with regard to the safety and security of all 1.8M guests who arrived on Inauguration Day 2009. That is a testament to the hard work, dedication and professionalism of those who prepared and executed the security plan.

It is also clear that the plan to ensure access of all ticketed guests onto the West Front was not realized. While we expected and planned for almost two million people to descend on the core area of the city, we had no benchmark or historical perspective to forecast the cascading effect this size crowd would have on various aspects of Inaugural events, particularly access to the Swearing-in Ceremony, the Mall, and the parade route.

A BRIEF CHRONOLOGY

On January 20th, ticketed guests and citizens destined for the open public viewing areas on the Mall began arriving before 4:00 a.m. In fact, the Mall between 4th Street and 7th Street filled to capacity by 6:30 a.m. This had not happened in any previous inauguration. In the area of the Capitol, when all of the gates for ticketed guests opened between 7:35 a.m. and 8:10 a.m., large crowds of ticketed guests and individuals with no tickets were already amassed in the area, all trying to access to the screening points. As people continued to enter the city and migrate to various locations, crowd management issues compounded, particularly near the northwest and southwest areas near the Capitol where crowds with different destinations merged.

Due to the resulting congestion, attempts by law enforcement officers in those areas to provide guidance and relieve crowd pressure were ineffective or resulted in people being directed to stage in areas never intended for pedestrians or queuing. Further, poor up-channeling of information from the field to officials at the various law enforcement command centers or miscommunication hindered situational awareness and eventually led to crowd management problems not being properly addressed and corrected. While a large number of guests were properly screened and admitted to the

West Front, the combined detrimental effect of these cascading events led to several thousand ticketed guests not being able to attend the ceremony. We understand the disappointment and frustration of those who were eager and hopeful to witness this historic event but were not able to access their ticketed location.

As deliberate and thoughtful as the planning process was, challenges manifested themselves in the operational execution of the plan on the day of the event. The challenges we collectively confronted or later discovered included the human factor, adequacy of numbers, command and control, unified decision-making, and having the right resources in the right place to successfully and effectively influence and manage the unprecedented numbers of people in the city.

LESSONS LEARNED

Law enforcement challenges are always complex, particularly in a post 9/11 environment. The team assembled for the 56th Inauguration was, without exception, the best in the world. Our team, which included federal, state, and local officials from all over the United States poured over every detail, implemented extraordinary security and public safety measures, and spent hours in tabletop exercises mitigating all the conceivable threats. In the end, the logistical impact of the arrival and movement of almost two million visitors served to strain the seamless implementation of our plans.

Although it may sound simple, the solutions lie in understanding the very basic challenge of guiding the right people to the right place and being able to deconflict and adjust procedurally and operationally for future events.

Everyone who visited Capitol Hill, the Mall and the parade route that day entered and left safely. Most left with historic images of the Inauguration emblazoned in their minds, but some left disappointed. We will work even harder for future events to ensure that everything humanly possible is done to maximize the experience for all who travel to witness history in our Nation's Capital.

As the executives of the law enforcement agencies responsible for handling large scale security events on a regular basis, we have jointly conducted a thorough after action review of the 56th Inauguration. This critical review resulted in recommendations to improve planning, communication, coordination, crowd management, and security operations. We will take the lessons learned and apply new protocols and procedures to improve our planning and operations as we continue to balance the requirements of security and accessibility at major events.

* * * * *

Mr. PRICE. As you have observed, votes have been called on the House floor, a series of three votes, we are told. We will go just as far as we can in the questions until we have to leave, and then we will resume this hearing after we return from the floor.

CROWD MANAGEMENT AROUND THE CAPITOL

Chief, I would like to address my first question to you, and it has to do with the area where many, if not most, of the problems seem to have developed, and that is in the huge crowds as we saw on the monitor here a while ago, that developed between the Metro stops and the prescreening checkpoints around the Capitol Grounds.

Your after-action report or the Secret Service's after-action report is not entirely clear about how many officers were posted there; however, it appears that even under the most generous count, fewer than 400. That figure is less than 20 percent of your force, and appears to have been expected to handle the quarter of a million people who showed up that day and who were entering in those areas.

Let me read you one excerpt from a constituent of mine, and this is one of the lucky ones. He got in finally. Here is what he said: "We got off at Capitol South and ran into chaos, huge crowds and no officials to direct anyone anywhere. It was no crowd control that gridlocked the crowd up against the random barricades and choked the crowd from entering the security checkpoint. At 11:55, we finally got to security and were told to run in, bypassing metal detectors and screening of any kind. As we entered the area running, officers asked us to hold up our tickets as we ran by."

Now, that raises obvious questions about how many people you had deployed, where they were, what their instructions were. We have even heard rumors that the Capitol Police turned down an offer from the D.C. National Guard to deploy a unit to help with crowd management.

So I want to ask you how many officers were stationed outside the security perimeter of the Capitol grounds to manage the ticketed attendees at the swearing-in ceremony? How did you determine this was an appropriate staffing level? Was this reviewed by anyone, or was this solely your determination? And, Chief, did you or your agency decline any offers for assistance with crowd management, especially in these areas?

Chief MORSE. Thank you for your question, sir.

With regard to personnel, I don't have the exact page here, but it was a little over 300, both sworn and civilian personnel, who were specifically assigned to the four Metro stops, the routes to the ticketed gates, and at key intersections en route to those gates. They were supported by 15 variable message boards, billboard signs, as well as posted signs along the route. They were wearing visibility or yellow vests, and also they were supporting the fact that each ticket would have the directions to the specific gate that they were supposed to gain access to. So those 300 personnel were only and specifically assigned to the four routes to the gates themselves.

There were other personnel who were outside the secure perimeter who had other duties and responsibilities related to security

and access of vehicles and vehicle control. But the over 300 personnel were directly assigned to facilitate movement from the Metro stops that these folks were directed to go in order to access their gates.

Mr. PRICE. That is 300 personnel for what you can estimate to be well over 200,000 people converging on these prescreening points. How did you arrive at that number, and did you turn down any offers of help from other agencies? Did anyone review this?

Chief MORSE. The way we arrived at that number was previous inaugurations and the use of these personnel and how effective it was. Some of the things that obviously we have talked about in the report that hindered that are numerous. There were crowds merging in those areas not just for the event itself. There were crowds that were merging there to utilize the Third Street Tunnel southbound, to either go from the north side of the Mall to the south side. There were parade gates in and around the purple gate area, the Second and C parade gate. There was another gate for a parade gate at Third and C. People who were walking from RFK Stadium traversed that, both the north and south sides. So those were the combinations of people who were merging at those locations.

Also, I just need to say that Capitol Hill and the ceremony itself was where all the signage and direction was. In the report you will see that signage throughout the city and messaging throughout the city was not as robust as it was on the Hill; therefore, there was a lot of merging of crowds that were going to other areas other than the ceremony itself.

ASSISTANCE OFFERED BY THE NATIONAL GUARD

With regard to your question about the National Guard, yes, we did turn down that offer. That offer was not turned down because we didn't anticipate problems. We had requested other law enforcement agencies, Federal law enforcement agencies, to assist us, and we gained cooperation through the NSSE structure for Custom and Border Protection agents to assist us, as well as the Library of Congress Police, the GPO Police and the Supreme Court Police. So we felt through the NSSE structure, the number of people that we requested, and the assignments and deployment that we had that we had an adequate number of people to do the job.

Mr. PRICE. Do you still feel that way? It doesn't seem to me that any one of those exacerbating factors that you have mentioned should have been a surprise.

Chief MORSE. I think that now after we have reviewed this, I think that we all have concluded that more signage throughout the city, more messaging throughout the city, more directions throughout the city, as well as more people to deconflict some of the situations as large crowds like this occur, that we can deconflict that as well as we can. So, yes, we feel that more people would be a positive thing to have, as well as the communication throughout the city, and not just on Capitol Hill and around the ceremony area.

Mr. PRICE. Mr. Rogers.

RESPONSIBILITY FOR SIGNAGE

Mr. ROGERS. Who was responsible for the signage and directions and crowd instructions overall?

Chief MORSE. With respect to the inaugural ceremony, it would be the Joint Committee on Inaugural Ceremonies (JCIC) and the Capitol Hill Subcommittee, which is the NSSE committee.

Mr. ROGERS. And citywide, who was in charge of that, the same?

Mr. SULLIVAN. No, that would have been the Metropolitan District Police Department, working with the Department of Transportation, and again working with—

Mr. ROGERS. Well, if I wanted to ask somebody about what went wrong with the signage and directions and instructions to the crowd about where to go and what to do, neither one of you can answer those questions, can you? It has to be the city police or the Joint Committee, does it not?

Chief MORSE. Well, with respect to Capitol Hill and the Capitol Subcommittee, I think the Subcommittee as well as JCIC are responsible for ensuring that the tickets display directions to the appropriate gates as well as the logistics of signage.

Mr. ROGERS. Mr. Chairman, we can't get to the bottom of this if we don't have the relevant parties here.

Mr. PRICE. Well, I believe Mr. Sullivan and his agency are the overall coordinating agency. So while we don't have every agency here, clearly the signage is the responsibility of the Joint Committee. We have established that. We have the Metropolitan Police involved, the Park Police and others. But Mr. Sullivan, as the head of the agency under this Committee's jurisdiction, I believe can answer questions about the responsibility of the whole range of agencies, even though he is not personally responsible for those.

Mr. ROGERS. It was the responsibility, as I understand it, of the Joint Committee and the Metropolitan Police on the signage and directions, and that seems to be the proximate cause of the difficulties of that day. I don't know how we can get to the bottom of this if those agencies are not here to answer questions. These people weren't responsible for doing the signage and the directions to the crowd, so I don't know what we are doing here with the wrong parties.

Mr. SULLIVAN. With regards to the Metropolitan Police, I would say we can discuss that. They and the Department of Transportation did everything but the Capitol. They were part of the Subcommittees. We were either the Chair or co-Chair of those Committees. I think between myself and Special Agent in Charge O'Connor, who is here, we could give you some answers to those questions.

Mr. ROGERS. But the Joint Committee is not here, and they are the overall responsible organization. I have got questions I would like to ask them, as well as the Metropolitan Police Department.

I appreciate, Mr. Director, you valiantly stepping forward and saying that you had overall jurisdiction, which you probably did, but the actual doing of the instructions and directions was not in your hands.

So, Mr. Chairman, I yield back.

Mr. PRICE. Thank you.

We will adjourn as briefly as possible and come back and resume after these votes.

[Recess.]

Mr. PRICE. The Subcommittee will come back to order, and we will turn to Chairman Wasserman Schultz for her questions.

INAUGURAL SECURITY PLANNING

Ms. WASSERMAN SCHULTZ. Thank you, Mr. Chairman.

Chief MORSE, a concern was expressed about the lack of the full group that was involved and served on the subcommittee.

You served on the planning committee as well, correct? And you were involved in the coordination and planning for leading up to the Inauguration for the Capitol area?

Chief MORSE. As the Chief of Police, yes, overall in charge of operations security for the Capitol.

Ms. WASSERMAN SCHULTZ. Thank you. And so you are able to answer questions related to that planning?

Chief MORSE. Yes. The planning, we had a director who was reporting to the Assistant Chief of Police, so I was routinely briefed on issues—you know, daily briefings on the planning process.

Ms. WASSERMAN SCHULTZ. And the Assistant Chief of Police is here with you, so in the event that a question arises—

Chief MORSE. Yes, he could answer those. He has more direct knowledge of that than I might at a very high level.

MORE TICKETS ISSUED THAN SPACE AVAILABLE

Ms. WASSERMAN SCHULTZ. Great. One of the concerns that I have, and it is one that I have spoken about with the Chief and the House Sergeant at Arms before, is, when I was briefed on the security plans prior to the Inauguration, one of my concerns was that there were more tickets issued than space available in the ticketed areas. And when I asked why we would do that for an event that was—where unprecedented attendance was expected, the answer was unsettling.

The answer was, “Well, basically, this is the way we have always done it.” The Sergeant’s response, on behalf of all of you, was that “we know that there are people that do not show up, so we issue more tickets than we have space available because we know that we will be able to accommodate them.”

Given that this was an expected unprecedented turnout—and I know that concern was, from what I understand, expressed during your planning—why was that concern dropped and never dealt with?

Chief MORSE. The concern originally came because we did expect a higher attendance than previous Inaugurations because of the significance and historic event—so when we addressed the issue, we had to correct it by adding space within the security perimeter on the West Front to accommodate the total of 240,000 people. The way you do that is through square footage multiplied by the number of people, and you look for that area within the secure perimeter to establish that as a ticketed area.

So in previous inaugurations, the square footage that was set aside for yellow, orange, purple, blue would not have been sufficient to hold 241,000 people, so we simply added expansion spaces, specifically, the kidneys, as we call them, on the West Front and the walkways on the northwest and southwest areas on First and Penn and First and Maryland Avenues Southwest. And that gave

us the ability to facilitate that number of ticket holders within that area.

Ms. WASSERMAN SCHULTZ. So the reason that that concern was dropped is that you felt by adding the kidneys and the walkways that you were going to be able to accommodate the extra number of people that you expected to show up?

Chief MORSE. That is correct.

Ms. WASSERMAN SCHULTZ. Do you think that this planning proved helpful, or would you do it differently the next time? I cannot imagine that the next time we went through an unprecedented anticipated crowd that we would issue more tickets than we have space for.

Chief MORSE. I would say that, yes, you will probably need an expanded area. I know that a recommendation in the report is to change the recommended 3-square-foot-per-person space allotment to the FEMA 5-square-foot. When you do that, obviously the area will not be as large, and that could lead to less tickets being issued.

VOLUNTEER TICKET CHECKERS

Ms. WASSERMAN SCHULTZ. In reading the report, the people who checked tickets, they were Capitol Police for this inauguration, correct—

Chief MORSE. Yes. And previous.

Ms. WASSERMAN SCHULTZ. I know I saw that one of the recommendations was that for the 2013 Inauguration and, I guess, Inaugurations forward, that the host committee be asked to provide more volunteers, or volunteers to handle that particular service, and be able to really significantly increase the number of people that you have available so that you can focus on security and the magnetometers and the other things that police should be responsible for.

Chief MORSE. Yes. Let me just clarify that.

Our police officers, who were screeners, prescreeners, were not just looking at validity of ticket, but they were also screening people for suspicious activity or any types of weapons or anything that would be adverse to the crowd. So one piece of that is examining a ticket, which is fairly quick; and if need be, the validity of that ticket can be checked or validated.

The recommendation, obviously, is in order to free up one of the many things that the police officer is responsible for at the gate itself.

PROBLEMS WITH TUNNELS

Ms. WASSERMAN SCHULTZ. My other question relates to the tunnels. That was the most difficult problem for me to understand. Can you tell the Committee how that problem with the tunnels evolved and why corrective action was not taken earlier?

Chief MORSE. Yes, I will speak to this.

As the report indicates, what happened that morning was, as we have testified, the cascading of events, the sheer multitude of people merging to get to different places. We had RFK Stadium, folks who were coming from the north and south, we had people from the north and south going to the parade route; we also had people

traversing the tunnel to get from one side to the other, and there was a merge of people.

With the closing of the Mall very early because of the crowds, people began to migrate toward the Capitol, looking for ways to get onto the Mall or into the event. One of the things that occurred because of that was people going down into areas that were not meant for people, simply as spillover, if you will.

We saw this on Independence Avenue very early, and Mr. Obey had mentioned the number of people that were on Independence Avenue. That was simply because they could not get onto the Mall, and the officers were working on moving them west as quickly as they could to find openings and gates to get them onto the Mall. So people pushed down into the tunnel area.

The southbound tunnel was a pedestrian tube and was supposed to be used to flow pedestrians from the north and south. The northbound tube was a vehicular access only; it was never intended for people.

As the two ways that you could get from the north or the south were either to go east of the Capitol and cross over at Second Street and proceed to whatever location that you were intending to go, or you could traverse the southbound tube of the Third Street tunnel. So when officers were directing people to use the southbound tube of the tunnel, there were no physical barriers in the northbound tunnel to prevent people from going in it. Therefore, people who were headed down to the tunnel area to traverse ended up in the northbound tunnel.

The report also indicates that there was a significant effort made by civil disturbance units who were sent to that area, responsible for tunnel and any emergencies or crowd control issues that may occur there. Those units in the report indicate that they found people in the northbound tube. It indicates that the crowd was orderly; and at that point they left that area to deal with a more critical situation along the D Street corridor, where people were merging. Therefore, there was no action to the chain of command, to Director Sullivan or myself or our level, that there was an issue or problem there that needed immediate attention or correcting.

Probably about 11 o'clock, the Assistant Chief ordered purple ticket holders and blue ticket holders to begin being screened through the orange and yellow gates because those crowds had subsided. There was an opportunity to screen people through those gates. At that point, by doing so, inadvertently, the tunnel cleared because of the relief that was provided by screening the purple ticket holders through the yellow gate. So that is how people got into the tunnel. They were either directed and there was no barrier to prevent them from going into the tube, or they did not know where to go, so they went to the path of least resistance, and there was no barrier there to prevent them to go and they formed a queue or line to the purple ticket gate.

Mr. PRICE. We may well want to return to this, but let's turn now to Mr. LaTourette.

COMMUNICATIONS BETWEEN GOVERNING BODY AND NSSE STEERING
COMMITTEE

Mr. LATOURETTE. Thank you, Mr. Chairman. And thank you both for your testimony.

And again during my opening remarks, I wanted to focus first on something that appears on page 32 of the IRT report. And in paragraph 3, it says during the planning process there were situations where JCCIC communicated to the various planners through the United States Capitol Police. The report recommends that there be direct—and they added some emphasis there, so I guess they really meant “direct”—communication between the governing bodies and the executive steering committee. Director Sullivan, do you know the genesis of that recommendation and what it is referring to?

Mr. SULLIVAN. I believe the recommendation on that is based on the fact that I think most of the interaction with the JCCIC was through the Capitol Police. The whole strength of an NSSE is the executive steering committee. This is where we have the main components of the planners, and in this particular event, we neglected to include them on that committee.

We have seen now that it would be best to have them directly on the Committee for future events up here.

Mr. LATOURETTE. Chief, do you agree with that recommendation?

Chief MORSE. Well, as I read that recommendation, I just want to be clear that with respect to interaction of Capitol Police with these other entities, that is specifically related to security. And as I know it, JCCIC does interact with these entities with things such as protocol, ceremonial issues, logistics and such. So I believe that that is the way we would like to see it: that we as the security experts make recommendations and are a part of the overall planning process; and that JCCIC continue to have their relationship with these other entities with regard to protocols and logistics and ceremonies and such.

INVITATIONS TO INAUGURATION

Mr. LATOURETTE. Okay.

Chairman Wasserman Schultz was talking a little bit about tickets and too many tickets for the space and so forth and so on.

My mother-in-law called me and was all mad because her sister got invited to the Inaugural. And I said what are you talking about your sister got invited to the Inaugural? And she had not, in fact, been invited to the Inaugural; she did not have a ticket for the event. She got this gold embossed thing that said we invite you to the Inauguration of the 44th President of the United States.

Who controls that stuff? I mean, I think that some people thought that they, “Woo-hoo, maybe it came from the President himself. Woo-hoo, the President has invited me down to see him being sworn in.”

So who initiates that stuff, aside from the tickets? And can we not sort of look to word it differently like, you know, “sample only” or “do not present this at the gate” or something like that? Chief?

Chief MORSE. We had mentioned in our testimony about unticketed guests. Certainly there were people who had no ticket at all.

Mr. LATOURETTE. Right.

Chief MORSE. But there were people who had a very nice commemorative invitation to the swearing in of the President of the United States. And they were certainly there to utilize that ticket.

Mr. LATOURETTE. Right.

Chief MORSE. And we were tactfully expending a lot of manpower and effort deconflicting that as people came to the gates. So certainly that is something that has to be very cautiously approached, especially issuing those prior to the Inauguration or, at the very least, giving some sort of direction that that is not, in fact, the ticket that gets you into the event.

PUSHING BACK THE PERIMETERS

Mr. LATOURETTE. I appreciate that. Maybe we will get it right the next time. And maybe, Chief, if you could call my mother-in-law you would save me a lot of heartache.

I want to again commend the Capitol Hill Police and the Secret Service, but the Capitol Hill Police, my understanding is your officers worked a 16-hour day that day. And while I think it is appropriate to have oversight and figure out what went right and what went wrong, I do not want anybody on your force to misconstrue the message, at least, that I am trying to convey, and that is that that is a long day with a lot of people. And I think that you deserve to have our chance.

My last question, if I may, Mr. Chairman, I do not have a lot of experience with crowd control. My only experience occurred one day the Ku Klux Klan wanted to come to my hometown, and I was the prosecutor at the time. And the crowd was not the KKK, because they were only six fat guys in sheets; it was all the people that wanted to come and do harm to them that we had to control. And the way that the sheriff's department handled it at that time was to push back the perimeters.

As I look at these satellite photos and the gates and everything else, do you think that pushing back the perimeters to sort of get rid of the people like my mother-in-law's sister that, you know, has come with the phony invitation, or the people that just showed up and had not heard you needed a ticket, do you think that pushing back the perimeters would be in order, based upon this experience, or no?

Chief MORSE. First, we actually pushed the perimeters back from previous Inaugurations just for this reason. And while that does not really depict the area of the purple gate, but it is in that location. You can see that the areas we picked for screening are the most accessible and the largest open space that we could find within the Capitol complex to facilitate screening of this sort. Before, they were much closer in and limited that. So we did make an effort.

The only thing I would caution—and I think we probably need to examine it more closely—is, as we push this out, we are simply pushing the choke point out. So we need to really examine what caused the choke points, which I think the recommendations identify, and really work on limiting the merging of crowds that are trying to get to a variety of different locations. The security simply

bifurcates the city in a manner that is hard to get 1.8 million people to the areas that they need to be.

Mr. SULLIVAN. Congressman, I would just like to offer a point on that, because I think we have to push out where we begin to identify people and where they should be coming from. I think what happened here is that a lot of people were allowed to come in too close, who did not have a ticket, who had a commemorative ticket, who were general public or, quite frankly, may have been lost.

By using way-finders and, other nonlaw-enforcement people who would be out as far as, Union Station; I think you have to go out that far to begin to identify where attendees need to go. And that is where we have to be better with the signage and better with direction. Because I think when you look at the fence line and you look at all those people that could not get in, a lot of them are there, quite frankly, because they were intermingled with people that were not ticketed.

So I do think when you look at the evolution of the Inauguration over the last three Inaugurations now, the perimeter has gone farther and farther out; and a lot of that is because of the terrorist threat. If we are anticipating the type of crowd that we got for this inauguration we have to do a better job of figuring out who the people are, who should be allowed to come in, and the other people that need to be directed to go to other checkpoints.

Mr. LATOURETTE. Thank you.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Rodriguez.

ASSISTANCE OFFERED BY THE NATIONAL GUARD

Mr. RODRIGUEZ. Thank you very much. And once again, I want to thank you for the long hours of service performed by your officers on inauguration day. But I also need to let you know that I just travelled through my 20 counties in February, and there were some constituents that were very pleased, but there were some that went through those gates where there were procedural problems and it was a nightmare for—some of them who showed up at 5:00 in the morning, 4:00 in the morning and still could not get in.

And, Chief, were you responsible for saying “no” to help offered by the National Guard?

Chief MORSE. Yes.

TIME FOR OPENING GATES

Mr. RODRIGUEZ. I just want you to acknowledge that. Knowing full well that this was an extraordinary event that was occurring, and I told my constituents if you do not have a room, if you have accommodations far away, or are actually staying overnight in the area; it would be critical to arrive at the entrance gates early.

Knowing that also, Chief, were you also responsible for determining the hours when the gates were going to be open of who the time to open the gates?

Chief MORSE. Well, we actually opened the gates 2 hours, 2½ hours earlier than they were expected to be open.

Mr. RODRIGUEZ. You actually opened them 2 hours earlier?

Chief MORSE. The ticket hours were 9:00 a.m., and we opened the gates as early as 7:30 and the latest at 8:10. So we opened the gates earlier. And, in fact, we also backed up our reporting times for our police officers. My police officers spent the night in cars and here in the building so that they could be here at 3:00 a.m. And they were on post no later than 4:00 a.m.

GENERATOR MALFUNCTION

Mr. RODRIGUEZ. I want to acknowledge that. But knowing that full well, I want you to reconsider the fact that you said "no" to the National Guard that could have been helpful.

In addition, I know I looked at one of the areas out here as they were coming in, the gates were still closed and I was looking, because I know my daughter was waiting to come in one of the areas, you know, and thank God, she was able to get in; but there was a large number of others that were not. That could have been extremely helpful for someone to have taken care of that in advance.

And let me ask you, one of the gates, we had some stories about the generator malfunctioning and there was no backup system; is that correct?

Mr. SULLIVAN. Was that at the blue gate?

Chief MORSE. There was a generator that failed at the beginning of our screening at 8:00 a.m. And we corrected that by immediately working with the Secret Service, our partners, going to hand-wanding and purse-checking, baggage checks, et cetera.

Mr. RODRIGUEZ. You did not have a backup generator. Is that because of the lack of resources we were giving you or—

Mr. SULLIVAN. No, sir, we were back up at 8:10 a.m. That went down at—

PROBLEMS IN THE BLUE GATE

Mr. RODRIGUEZ. So that went up.

So then what—in your conclusion, what caused the problems in the blue gate, in the silver and purple area because some of the others did not have that problem.

Chief MORSE. Right. As we indicated in the report and our review, there were multiple cascading events, such as people trying to get through the southbound tube of the tunnel to get to the north and south sides of the Mall.

The parade route closed at 10:00 a.m. to capacity.

Mr. RODRIGUEZ. Do we have a responsibility to distinguish the people that were coming to those gates, whether they had tickets or not? Or is that something, you know, because people are going to come, they are going to try to find out where they are going through. And is it the responsibility of USCP to communicate to the people that have a purple ticket to head them in the right direction.

Chief MORSE. We, in fact, did that with our way-finders and police officers.

Mr. RODRIGUEZ. Why did we have trouble on this side and not on some of the other sides? Was it the people in charge of those sections?

Chief MORSE. No, it is actually a great analogy, because, for instance, the orange and yellow gates, we did not have significant

issues there, and the screening of those people had concluded—by about 11:20, the crowds were screened in. That is because there was not the converging of crowds trying to get onto the parade route, get onto the Mall, and people who were traversing from north to south.

So if you take away the ticketed people, the 241,000 from 1.8 million, you have got about 1.6 million people trying to get to the parade route or the Mall from various locations.

ISSUANCE OF TICKETS

Mr. RODRIGUEZ. On the tickets, I think you are the one that gave us instructions not to hand them out until almost the Friday before or the day before. So you knew that those who had the tickets were going to be here and showing up.

Chief MORSE. Absolutely. And as a matter of fact, our officers worked through the weekend and on the holiday in order to screen those people to get their tickets.

GUIDELINES FOR VEHICULAR ACCESS

Mr. RODRIGUEZ. Because we made it difficult for them also to access their tickets. And I understood that.

Let me ask you another question. Who set the guidelines as to who could come in with cars and who could not?

Did anybody give that any thought?

Mr. SULLIVAN. Congressman, we did. We met twice with Governor O'Malley, Governor Kaine, and Mayor Fenty. One of the big issues, we were very concerned with was the traffic coming in from Virginia and Maryland and how we would be able to deal with it here in the District. We all concluded that if we did not have some type of a traffic plan that we would have more vehicles in the District than they would be able to handle.

And can I just mention one other item, please?

Mr. PRICE. Very quickly, please.

ACCESS TO FOOD AFTER THE EVENT

Mr. RODRIGUEZ. I wanted to attend the parade. There was no way we could attend the parade, because we either had to go from the Inaugural, walk all the way over there, and then basically find some way of walking because there was no way of transporting ourselves, so that was another issue. And that is why I think President Obama was seen in the stands by himself and no one else in the stands was there watching the parade at all. And part of that also was attributed to people trying to get food after the event.

Mr. SULLIVAN. You know, Mr. Congressman, we tried to be very proactive. We had a press conference on what the traffic plan would be. I had not heard that regarding the food, because we had worked with HHS on that very topic to make sure that there was enough water and food for all those that needed it.

Mr. RODRIGUEZ. I am sure the officers—I apologize—I am sure the officers, but for the attendees.

Mr. SULLIVAN. No, this was for the attendees, sir.

They had way stations, as I understand it, for all the attendees. We had a subcommittee that dealt with public health issues. They

worked hand in hand with our transportation subcommittee to ensure that those with any type of disability would not have to walk a long distance, and that they would be accommodated. That was something that the Executive Steering Committee and the subcommittees that oversaw those particular issues really paid a lot of attention to.

PLANNING FOR SILVER TICKETED AREA

Mr. PRICE. Thank you. I would like to turn to a couple of examples from the silver gate. And I realize, in reading these accounts, that some of this is probably inevitable in the event of a crowd of this magnitude. So the challenge is to sort out what could have been prevented or facilitated, you know, acknowledging that people are going to have to wait in line for a long time probably under any circumstances.

But let's just think about these accounts from my constituents. "When we emerged from the Metro station, there were several red-capped volunteers to point us toward the silver ticket line. During the long wait in line, there was no one on the street, no volunteers, no security officers to tell us what was going on. No one checked our tickets or bags."

Another account: "We were in a line that stretched for blocks near L'Enfant station when we heard that the ticket checking system had broken down. We then got out of line, that is, the line for the silver area, and went directly down Constitution and went right through security. A volunteer explained the tickets were not being checked."

Another one says: "Once they finally got to the gate, no one asked to see the tickets."

A couple of questions, I think, arise from this. One has to do with the way the silver—what kind of planning was done for the silver ticketed area. Now, that was supposed to hold 100,000 visitors. The original plan called for multiple entry gates, both on the north and the south sides of the Mall. But after the tickets were printed, the plan was changed, so the silver area would have only one entry gate on the south side. I just find that inexplicable; I cannot imagine what led to that decision.

We have learned from the after-action report that the crowds of silver ticket holders awaiting entry spilled into crowds awaiting entry to other ticketed areas, creating a vast mob in which people did not know what line to get in and whether they were actually in line at all. So that does lead us to question some of this planning and why the number of entries to the largest section of the viewing areas was reduced in this way.

Can either of you explain that decision? And what do you mean by your recommendation that this issue "should be addressed by future planners"? What does that mean?

And then the second question that I think arises from this has to do with the shortage of ticket checkers and line managers before the attendees reached the magnetometers. Now, I understand the Secret Service and the TSA managed the metal detectors, but the Capitol Police were the ones handling line management and ticket checking.

Chief, how many officers were stationed at each checkpoint to validate tickets? How many officers were outside? We have already addressed this partially to manage the lines. You already said you thought the people performing that latter function were obviously not enough. Did the Secret Service ever compare its resource plan for staff at the checkpoints with the Capitol Police resource plan? And were those resource levels similar?

So, two questions about the kinds of experiences we recounted here. One has to do with the reduction of the number of entry gates, the second having to do with the number of people assigned to the ticket-checking function. And in the end, I have many reports here that tickets were never checked. But, of course, people thought they were going to be checked, and so most of the morning they were waiting in line to have that done.

Mr. SULLIVAN. Mr. Chairman, according to the information I have, we had 43 lanes to check those coming through. We had different levels of security. The further out you went, the levels of security were commensurate with what we felt to be the threat.

At this particular checkpoint, as I understand it, we were not putting people through magnetometers. We were doing more of a pat-down and a waistband—

Mr. PRICE. This is the silver area, which is the farthest ticketed area from the platform?

Mr. SULLIVAN. Yes, this would be west of the Reflecting Pool.

Mr. PRICE. So no magnetometer checking was taking place there at all?

Mr. SULLIVAN. No, this was more of a pat-down and a waistband check. And we had 143 officers there to do that.

Mr. PRICE. Okay, but one entry point? Is that true?

Mr. SULLIVAN. It was one entry point; we reduced it. And again, that was based on a decision between the U.S. Capitol Police and the U.S. Secret Service.

We felt that we did not want to have the ticketed and nonticketed guests sharing a common screening checkpoint. To avoid anticipated congestion at Third Street and Constitution Avenue, and commingling of the silver and purple ticket holders and nonticketed parade viewers, a decision was made to have all silver ticket holders and nonticketed guests going to the National Mall enter their viewing areas from the south.

We wanted everyone going into the silver to come from the south and not get congested with those that were going into the purple. What we were looking for these people to do was to come through the south tunnel and then come up south of the Mall and enter from that location.

We felt that having these other checkpoints open north of that location would have just added more congestion.

Mr. PRICE. Added more congestion to what, to the—

Mr. SULLIVAN. To the purple.

Mr. PRICE. The purple points to the east?

Mr. SULLIVAN. Purple, which would have been to the south; purple that would have been to the—I am sorry, would have been to the north.

Mr. PRICE. I am sorry, to the north I mean.

Mr. SULLIVAN. To the north, yes.

As it turned out, I think that we were right on that decision, We wanted anybody who was north, to come through that south tunnel and come south of the Mall, in order to enter from that location. If we had tried to bring these people through, the Third Street crossover, which we had to shut down, it would have been an even bigger mess.

So I believe it was the right decision to have the silver ticket holders enter from the south, using the tunnel. The tunnel worked fine. Anyone coming through the tunnel, had no trouble getting to the silver, as I understand it.

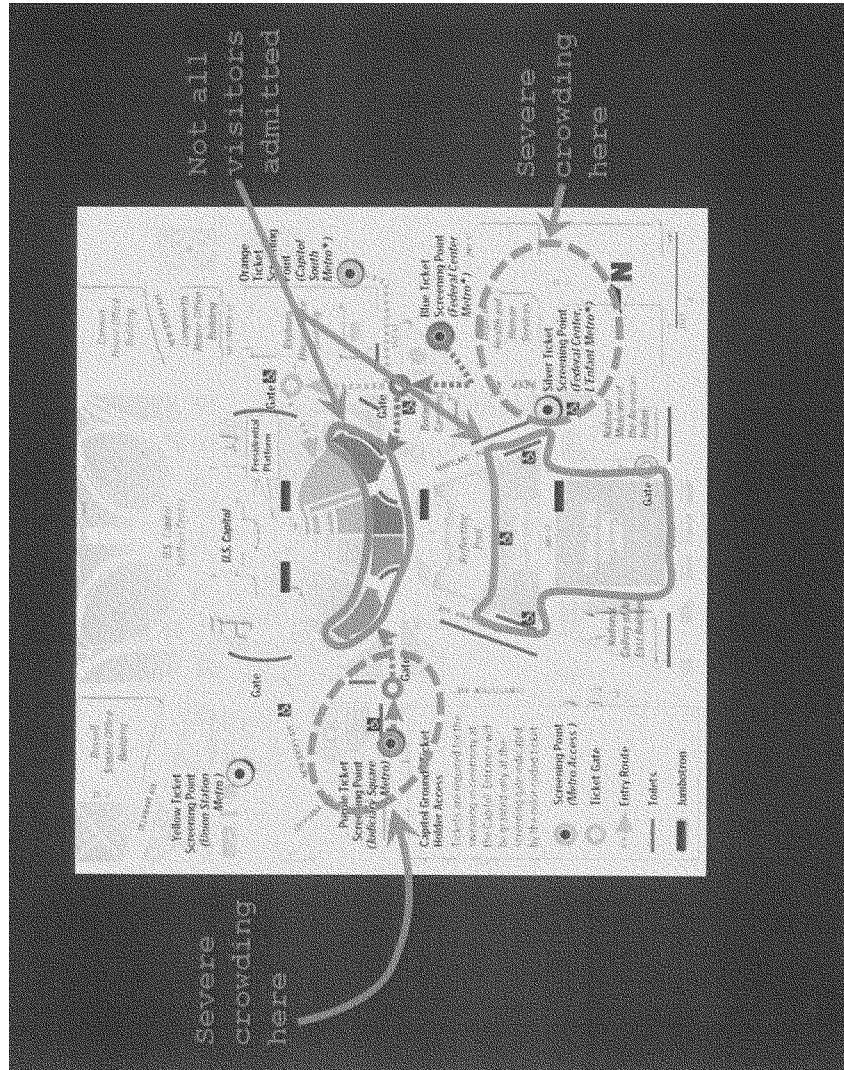
Mr. PRICE. At the time the tickets were printed, though, these plans were—there were plans to have multiple entry points?

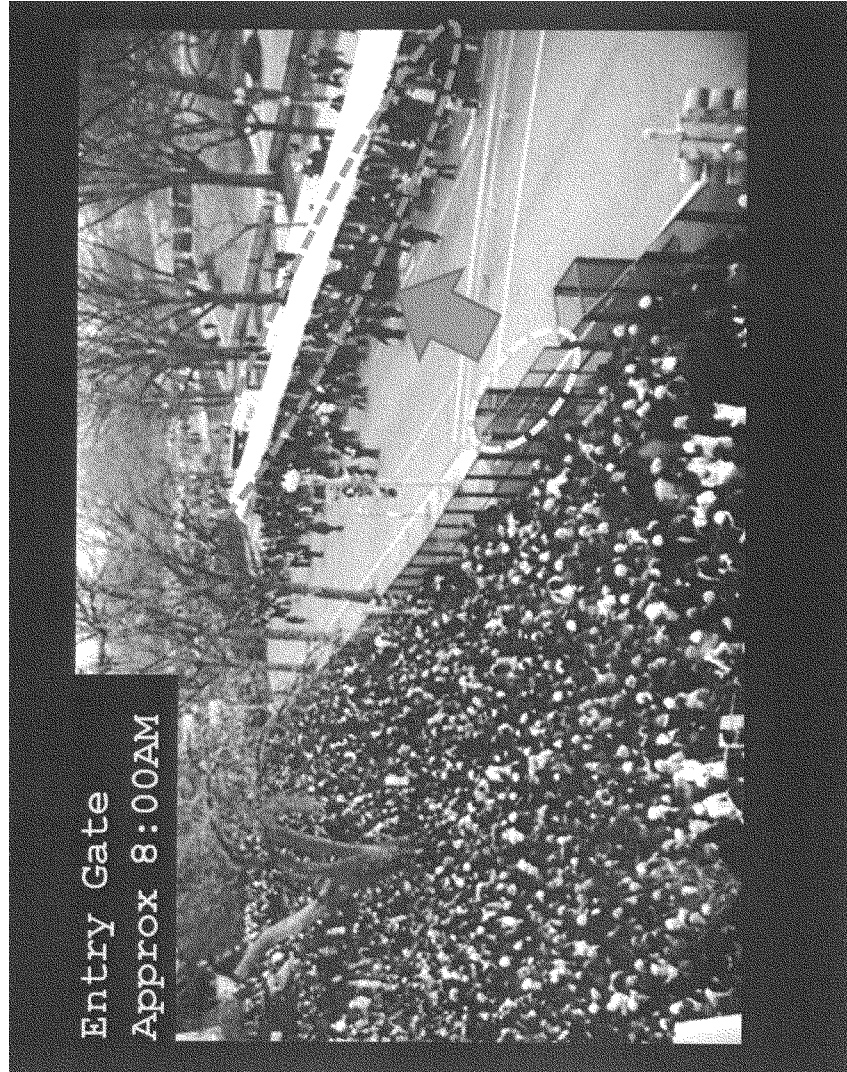
Mr. SULLIVAN. Right. And that was another one of our recommendations why these tickets should not be printed so early. Four years ago that plan would have worked perfectly. This year, with the historic nature of the election and the number of people that were going to come here, that plan that was on the ticket, just did not work.

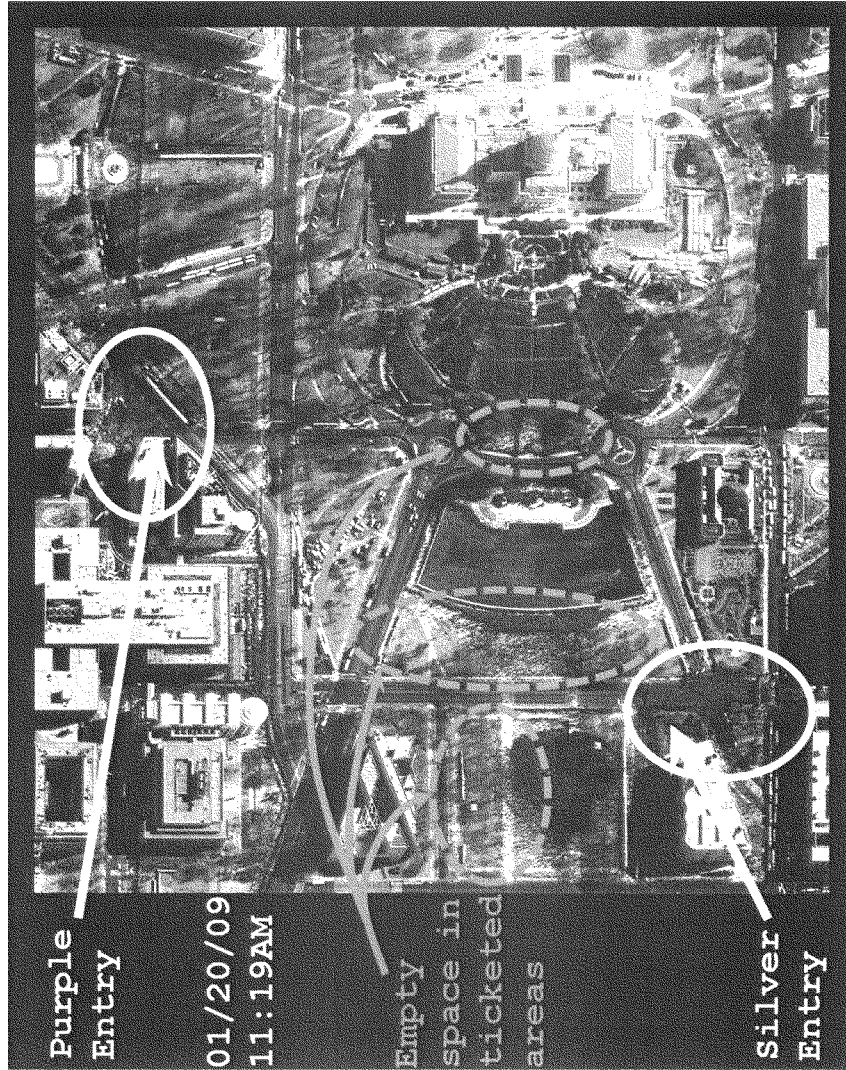
I believe an addendum went out to clarify that for people, but I am just not sure everybody got the word on that.

Mr. PRICE. I was just looking at the map here.

[The information follows:]







CLOSING SILVER AREA ENTRANCES

Mr. PRICE. I cannot understand for the life of me why a concern about congestion in the purple area, which is on the north side of the standing area just in front of the reflecting pool, why that would have required closing all the entrances to the silver area, which is a number of yards farther toward the west.

Mr. SULLIVAN. That is why we wanted everyone to come from the south. If everyone had come from the north to get to the silver, they would have run smack into that crowd.

I think there was a photo that you showed earlier that showed a huge crowd; and those people would have walked right into that crowd of people if we had had them come in that way.

Chief MORSE. If I could, sir, I hope this is helpful, as well: On the north side of the Capitol you have the yellow and purple gates, which is a level of screening, it is the highest level of screening that takes place.

Mr. PRICE. Yes, sir.

Chief MORSE. The same level of screening takes place at the parade route. Therefore, if you had silver ticket holders, not only would you have additional congestion using the D Street corridor, the southbound tube, there would be no way for them to cross over the parade route, and they would be screened at a higher level than necessary, which would have caused more delays for those who were getting onto the parade route and the purple and yellow seated areas.

Mr. PRICE. Well, was your original plan to not have magnetometers for people in the silver area, but to check tickets? Or was the original plan to not even check tickets for that area? People would otherwise indiscriminately go into that area.

Chief MORSE. The level of screening was decided in advance and, certainly, ticket checks. Now, ground situations—could dictate that instead of causing an angry crowd, or perhaps holding the line up even longer than it should be, that people who were security screened, but did not have a ticket, got through.

But that could be just a situational thing where an officer or our screeners do not want to cause any additional chaos or harm to anyone.

PERSONNEL ASSIGNED TO TICKET CHECKING

Mr. PRICE. All right. What about the personnel assigned to ticket checking? What kind of assessment have you made of that, as to whether that was a problem or a factor in backing up these lines?

Chief MORSE. Well, I think that we collectively looked at how many lanes we had going in, and we placed a number of people there to check tickets to keep those lanes full so that the screeners would have people to check.

There were also Capitol Police officers who maintained, obviously, the perimeter and security within the silver ticketed area. And that is well over 100 officers.

Mr. PRICE. Well, from the data provided in the report, your planning indicated that even under ideal conditions it would have taken 3 hours and 45 minutes to process all blue and purple ticket holders, and about 3 hours and 10 minutes to process all silver ticket

holders. I assume that is the combination of the prescreening and the magnetometers.

The gates were open only for a total of 4 hours. That is cutting it pretty close, was it not, even under ideal conditions?

Chief MORSE. It does. We used a matrix, for instance, to decide the width of access points so that we could have the right flow to the screeners. And the screeners and the Secret Service, as well as the Capitol Police, who have a lot of experience in screening certainly, looked at this from a science.

And opening the gates earlier than expected helped us alleviate any concern with pushing the time too close. So opening it up 2½ hours earlier gave us more time to operate within the time frame that we had originally set.

Mr. PRICE. It still gave you 4 hours, though. And your own planning here says, under ideal conditions it is going to take 3 hours and 45 minutes.

Mr. SULLIVAN. Again, those tickets were printed before anyone understood the severity of the number of people we were going to have; and that is why we made an adjustment and had the magnetometers open at 7:30 a.m. So—they were up and running at 7:30 a.m. and started to take people in.

But the fact is, Mr. Chairman, that the tickets were already printed prior to us coming up with that plan. That is again why we made that a recommendation, that there needed to be better coordination there.

Mr. PRICE. Ms. Wasserman Schultz.

PURPLE TUNNEL

Ms. WASSERMAN SCHULTZ. Thank you, Mr. Chairman.

I want to get back to the purple tunnel of doom: What you expressed earlier regarding police directing people into the tunnel, there is video of people doing that, of police directing people into that tunnel; the clarification that you made, where you said people belonged in the southbound tunnel but not in the northbound tunnel and as if everything was fine in terms of the separation, the separation is a painted line between the southbound and northbound.

Chief MORSE. The separation is very distinct. It is a wall.

Ms. WASSERMAN SCHULTZ. It is a full wall?

Chief MORSE. Yes, it is a full wall. It is a tunnel system as if you would go through, for instance, the Baltimore tunnel.

Ms. WASSERMAN SCHULTZ. Is it a median or a barrier? It is an enclosed wall?

Chief MORSE. It is a enclosed wall. It is a tube.

Ms. WASSERMAN SCHULTZ. When we say police were directing them into the northbound tunnel, which police? MPD?

Chief MORSE. I believe that the Metropolitan Police Civil Disturbance Unit went to that tunnel to help alleviate pedestrian flow in and around the area of D Street, Second and D, First and D, and found the people in the northbound tube; and as the report indicates, made some attempts at trying to alleviate that problem, but were not successful. And they—

Ms. WASSERMAN SCHULTZ. Well, Chief, what happened? I know barriers did not show up because a truck broke down. What steps

were taken, when there were no barriers, to prevent people from filling the tunnel? What steps were taken to deal with that?

MPD was responsible for both ends of the tunnel; is that right?

Chief MORSE. Yes, ma'am.

Ms. WASSERMAN SCHULTZ. All right. So since people did not belong in there and there were supposed to be barriers to prevent them from being in there, did MPD take any action? Once they filled the tunnel, that was it? It was not a controllable or fixable situation, and that was it?

Chief MORSE. Yes, ma'am, that is what the report would indicate.

Ms. WASSERMAN SCHULTZ. Okay. Well, do you know enough now about how and what happened with the filling of that tunnel so that we do not have "son of purple tunnel of doom" in 2013?

Chief MORSE. I think what we all have learned from that is that whenever we do—whenever there are areas that we do not want people, we must either put physical barriers or police officers there to prevent that from happening.

Ms. WASSERMAN SCHULTZ. But in the event of an unanticipated problem like this one was, where a truck broke down and barriers did not show up, why was there—who was responsible for just deciding that barriers were not going to be replaced?

Mr. SULLIVAN. Madam Chairman, I think a couple of unfortunate things happened that really contributed to making this what it was:

Trucks did not show up to put the barriers down. The general public began to go into the tunnel. They were very orderly, and they started an ad hoc line. I think that when the police found out that they were down there—there was very poor communication. I think that those officers who went down there went down there had every good intention of doing the right thing. They went down there to make sure there were no safety issues, but I just do not think they were aware of—

Ms. WASSERMAN SCHULTZ. I can appreciate that, Director Sullivan. But that is not a situation that was safe, as orderly as that crowd was. Because the crowd could just as easily have gotten extremely frustrated. They were trapped in a tunnel with no police around them to be able to get them out or move them along; no idea—I mean, I can only imagine being trapped in a tunnel that you were not supposed to be in.

Mr. SULLIVAN. I agree.

Ms. WASSERMAN SCHULTZ. Have you taken steps? How would you address this problem and prevent it from happening again in the next Inauguration?

Mr. SULLIVAN. Well, I think a couple of things.

Number one, we would shut that tunnel down a lot earlier than we had originally anticipated shutting it down. People showed up there earlier, and I think at this point we would shut that down the night before and would have the blockades up the night before. I believe that we would make sure that everybody has situational awareness of what that tunnel is all about.

I believe what happened, is that the police and the people that were queued in that line felt that the line was going to lead to the purple gate.

Ms. WASSERMAN SCHULTZ. Was it MPD's decision not to replace or do something about the barriers not showing up?

Mr. SULLIVAN. I think what happened was their vehicle that was going to put the barriers up was vandalized. By the time it got there, people were already queued, and—they let it go. When people that were in the tunnel called back to the MACC to let them know that there were issues in the tunnel, the people in the MACC were under the impression they were talking about the south tunnel, because the people in the MACC had believed that the north tunnel was not going to be open.

So when they heard "tunnel," they called over to the people at the south tunnel and said, Can you check that tunnel? We heard there are issues there. And they saw there was a perfect flow of people.

Believe it or not, nobody took a look at the north tunnel. And I—as I said before, I apologize for that.

Ms. WASSERMAN SCHULTZ. That is a big ball drop.

Mr. SULLIVAN. That is a big mistake. That is a big mistake. And all of us take responsibility for that mistake. All of us regret it. And all of us apologize to those people.

I think it is something that we could have adjusted to that day, and there is no defending it.

METROPOLITAN POLICE DEPARTMENT

Ms. WASSERMAN SCHULTZ. Mr. Chairman, before my time expires, I want to suggest that there are a lot of questions—I do not know how many rounds we are going to go, but there are a lot of questions that have been raised today, some that have been answered. I see Chairman Serrano is here, who is responsible for the District of Columbia; and I serve on that Committee as the vice chairman.

Mr. Chairman, from the questions that have been raised today, I think we may want to consider having a hearing, at least where we have an opportunity to ask the Metro Police Chief some questions about the decision-making that they engaged in on that day and that caused so many people to miss the opportunity to see the Inauguration.

I yield back.

Mr. PRICE. Thank you.

Mr. LaTourette.

COORDINATION WITH TICKET PRINTERS

Mr. LATOURETTE. Thank you, Mr. Chairman. And I would echo Chairwoman Wasserman Schultz's observations. I think it might be helpful to have the folks from the JCCIC here as well.

Because, Director Sullivan, something I wrote down when you were talking about the logistics and how long the gates were required to be open based upon your metrics and so forth and so on, I wrote down—you said, whoever printed the tickets did not check to make sure that the time printed on the tickets coordinated with what the metrics were showing. Is that what you meant to say?

Mr. SULLIVAN. What I meant to say is, when those tickets were printed, I do not think any of us truly appreciated the magnitude of this event, for example the number of people that were going to

come. We had to adjust to those numbers well after the tickets had been printed.

Mr. LATOURETTE. So going back to my first round of questions about this recommendation on page 32, do you think that that sort of takes better coordination, that the ticket guys know you cannot put 9 o'clock on the ticket, you really need to put 7:45 on the ticket?

Mr. SULLIVAN. I will give you an example.

When we do the DNC and we do the RNC, we have members of the DNC and the RNC on our executive steering committee. Again, they do not really deal with security issues, but they deal with issues that do impact with the logistics of the event. And that is why we believe it would be worthwhile for the PIC, for the AFIC, and——

Mr. LATOURETTE. JCCIC.

Mr. SULLIVAN. Right, for the JCCIC all to be on that steering committee.

Mr. LATOURETTE. Yes. Me, too.

Mr. SULLIVAN. And again, those tickets were printed in July of 2008.

PUTTING BAR CODES ON TICKETS

Mr. LATOURETTE. Yeah. And I have to agree with Mr. Rodriguez. This is my fourth Inauguration since I have been here, I have always gotten 198 tickets. I think I am going to die and I will still get 198 tickets. So it was really not a surprise how many tickets each Member is going to get. And I assume the Senate runs the same way, except they do not seem to have any rules, so maybe it does not apply.

I do not know why we cannot figure it out, when the tickets are printed, that here we are going to go and move forward, and why it has to be top secret and you know, we cannot get the tickets until 3 days before the event. It would be a lot more orderly if I could have mailed them back to Ohio, people would have come in and picked them up, rather than trying to scramble into the Rayburn Building.

But let me ask you, has anybody ever thought about the notion of coming into the 21st century and putting bar codes on the tickets? That is how I go to the Indians games. Could you put bar codes on the tickets? And it would not identify you as your seat, but it would say purple, purple, purple, blue, blue, blue. And maybe that would help with some of the screening, and then the police officers and the Secret Service and everybody else could sort of concentrate on looking at threats, which you are highly trained do.

But I think we could get anybody to come and run a bar code through a scanner. So were bar codes ever thought about?

Mr. SULLIVAN. I think that is a great idea, but again—no matter what you use with technology, I still think that what we have to do a better job with, is dealing with these large crowds of people that do not come ticketed, or that come with what they think is a ticket and is not. These people need to be separated further out. I think that is where we could have done a much better job.

USING THE EAST FRONT OF THE CAPITOL

Mr. LATOURETTE. That is why I asked the perimeter question. But I think that you weed those people out further out if you move the perimeters back. And if you do bar codes, you know, again, my mother-in-law's sister ain't getting through with her gold thing because she does not have a bar code, and it is really not a ticket to the event.

As I look at the map that the chairman has provided, the committee has provided, the East Front of the Capitol seems pretty underutilized. And I know there is a big deal about the new President and the old President walk out and they shake hands and say good-bye and hello. But is there a reason we do not use the East Front of the Capitol for egress and ingress?

Mr. SULLIVAN. That is where we have the helicopter departure. It is an emergency evacuation area. You know, we have a lot of protectees. We have our new President, we have our departing President, we have other dignitaries in one location. That, is our perspective anyway, and I will defer to the Chief for his perspective—

Mr. LATOURETTE. I appreciate that. And Chief, before you answer that question, maybe the whole notion of maybe using it on the way in, but not as a way out. Because my understanding is, when the parade ends the President comes there, and when they leave, they leave through the East Front.

But if you had moved—if you would consider moving your orange and your yellow gates up to and creating kidneys up there for people just to walk around the sides of the Capitol to come in, but you do not let them back out that way, maybe you free up some space.

Or you just do not think we should use the East Front at all, based on security?

Chief MORSE. Security, I think, rules in this respect. We do not have a fixed location that can protect our dignitaries there. It is open air. The ceremonies that take place on the East Front, reviewing of the troops and such, we have to make sure that not only on the ground, but at a distance we have that covered. And to put people, more people, in that area for law enforcement to be distracted with, or have to deal with, would place a higher level of risk on that.

Mr. LATOURETTE. Okay. That is what I figured, but it is a big open space that was not used. So for my 2 cents is, push the perimeters back, put bar codes on it, and stop sending out fancy things that really are not tickets.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Rodriguez.

TICKET CHECKING

Mr. RODRIGUEZ. Thank you.

I do want to thank you for your service. And I know the long hours that your officers worked. But I want to emphasize we are fortunate that no serious incidents occurred.

I am concerned that if something had happened, I hope we would have had some kind of emergency response, because we really did

not have that emergency response to the problem that we encountered. I do not know whether there were additional staff ready to move if necessary. Otherwise, we would have had a real serious situation on our hands.

As we look at one of your recommendations, tickets, ticket checking in the future should that be the function of the host committee? Are they volunteers or what? Who are they?

Mr. SULLIVAN. The host Committee would be the JCCIC up here at the Capitol.

Mr. RODRIGUEZ. So were volunteers handling that or what? That is one of your recommendations, that ticket checking in the future should be the function of the host committee, not the function of law enforcement personnel? That is a recommendation, I gather, that you are making.

Mr. SULLIVAN. Yes, to use an example of the RNC and the DNC: At those conventions tickets are not checked by law enforcement; they are checked by the RNC and the DNC, and law enforcement performs a law enforcement function.

My opinion is, ticket checking is not a law enforcement function; that is something that should be done by others. And in this particular case, I believe that should be a function handled by the JCCIC or whoever they determine.

Mr. RODRIGUEZ. Which could mean volunteers, which could be another mess, you know, if we are not careful in terms of how that is handled, if they are people that are not on a salary, and motivated properly to execute specific duties.

Mr. SULLIVAN. Historically, that has been the case at other events that we have done. People are given training, they are informed what is expected of them; and my experience has been that they perform this duty in a very capable manner.

RECOMMENDATIONS FOR COORDINATING AND STAFFING

Mr. RODRIGUEZ. Okay.

In terms of coordination, do you have recommendations in terms of coordinating? And any other recommendations in terms of maybe additional staffing and resources that we need to consider to help you make sure we get the job done and that we are ready to respond to some serious situations?

Chief MORSE. I think one of the reasons we are under the NSSE structure is so we can have the assets and resources that we need to perform this level of event. With the recommendations that we have, we have learned that our focus on security should be as high a focus on the logistics of people. And we need to figure out a way to rectify that situation. By some of the recommendations that we have made, we believe will do that.

ATTENDANCE PROJECTIONS

Mr. RODRIGUEZ. You could have figured out that if I—as a Member of Congress, I had close to 1,800 people wanting those 180-something tickets. I used a very rigorous process. My staff knew how many people were going to show up. We knew that. Why did you not know that?

And I am serious. Why did not you know that?

Mr. SULLIVAN. Sir, we knew those people were going to show up. What we did not know was, for example, we had thousands of people who took a bus to RFK Stadium. And the plan was for them to take a shuttle. Many of those people decided that they were not going to take the shuttle and they were going to walk. And when they walked, they converged with the purple ticket holders.

We had no way of knowing those people were going to do that. We were caught short, and again we are going to have to do better.

Mr. RODRIGUEZ. Because I knew also, and I was telling people, look, even if you are far away in Maryland, you are going to have a rough time coming in. And we had a feel that it was going to be something extraordinary in terms of the numbers.

Mr. SULLIVAN. Again, a lot of people we dealt with, sir, were not people that were just coming to the Capitol. A lot of people that came into this flow of other people are people that went to the Mall, could not get into the Mall, and then migrated down here from—

Mr. RODRIGUEZ. But that was expected. That was expected. Because I am telling you, I had hundreds of others that were coming out here without a ticket, not to mention the ones with a ticket. And that is just one Member. So I gather the same applied to every single Member.

So we had some kind of a feel. So my concern is that we all kind of knew that now—and you seem to talk as if we did not expect this crowd and that kind of thing and this thing to occur.

If we expect a problem to arise, we have to have a team to respond to it. I am sure if we had a shooting you would have had team out there real quickly, right? I would hope so.

Mr. SULLIVAN. We would have.

I think we could have used more people, and I think we could have used more room. I think people were allowed to come in too close. By the time all these people came in, that were either ticketed or nonticketed, or people with a commemorative ticket, I believe it was very difficult to separate them. That is why one of the recommendations is that we do begin to separate people out further, that we have nonlaw-enforcement people dealing with the tickets. People should have better information as they approach, and better signage.

Congressman, I agree with what you are saying. There are some things here that should have been done better in the planning, and there are some things that we should have done better the day of the event to react to what was not going well, either communication-wise or operationally. We know that there were some shortcomings.

Mr. RODRIGUEZ. Thank God, everything went okay. And I do want to thank you.

But there were just some experiences where some people spent a lot of their money to come up here and did not have that opportunity to participate in the inaugural activities, and that was a shame. Thank you.

Mr. PRICE. Mr. Serrano.

ERRORS IN PROJECTING ATTENDANCE

Mr. SERRANO. Thank you, Mr. Chairman.

Gentlemen, thank you for your service and thank you for being here today. I think that Mr. Rodriguez's last point has to be well understood. This can't become a discussion only of how to handle a large event.

This was a historic event. I had people coming from my district in the Bronx who were over 90 years old. I honestly told them that it was going to be tough standing or sitting for a long time, that it was going to be cold. But this was a historic moment that we have all well understood and, they were not going to miss it.

I think as we look forward to the next inauguration or the next time we have such a historic moment in our country, that we need to take that into consideration. It can't just be, how do we handle this, and what are the logistics of handling it? We also have to prepare for the fact that this was going to be huge, this was going to be emotional, this was going to be important.

The people that did get in, I had a bunch of constituents, a large number that couldn't get in, but those that did get in, all I hear from them and read from them is "I will never, ever, ever forget this." In fact, one of the older ones said, "I can now leave. I have seen it." That is the kind of emotion behind this, and that is why so many people are concerned that it didn't go well.

The other point I would like to make is, and I don't know if this was answered while I was away, Washington, D.C. is known for large demonstrations, large gatherings. That is part of what we do in this town. Was it that this one was bigger than expected? Was it that this one was the largest ever? Or was it that this one didn't work as well as the others? I would think if half a million people were showing up to a rock concert and you prepared for it, that the same logistics, the same mechanics would apply in larger numbers if 1.5 million show up.

So what was the problem? Was it that it was too big, or people didn't think that that many people would show up?

Chief MORSE. I think there were several different reasons between our normal events that occur here in the city. For instance, when we had the Million Man March, we had 600,000 or 700,000 people here in the city. But it wasn't bifurcated by security. We didn't have different areas of security that were fenced off, where streets were closed. It was more of a wide open space. Therefore, all the transportation systems could be used. The streets were open to flow north and south. Traffic continued to flow on the freeways and the Third Street Tunnel or through the tunnels that we were speaking of earlier. That is the biggest difference, along with the fact that it was almost triple that size. All those factors came into play on the 20th, and those were the major differences there.

REPORT ON INAUGURAL DIFFICULTIES

Mr. SERRANO. Also I think that your statements speak to a summary, executive summary of the report coming out. When will the full report be available to the American people?

Mr. SULLIVAN. That is why we put the executive summary together. We can take a look at the report that we have done, and if there is anything in there we believe should be classified, we will keep it classified. But we will be more than happy to work with the Chairman and the Committee to make that available.

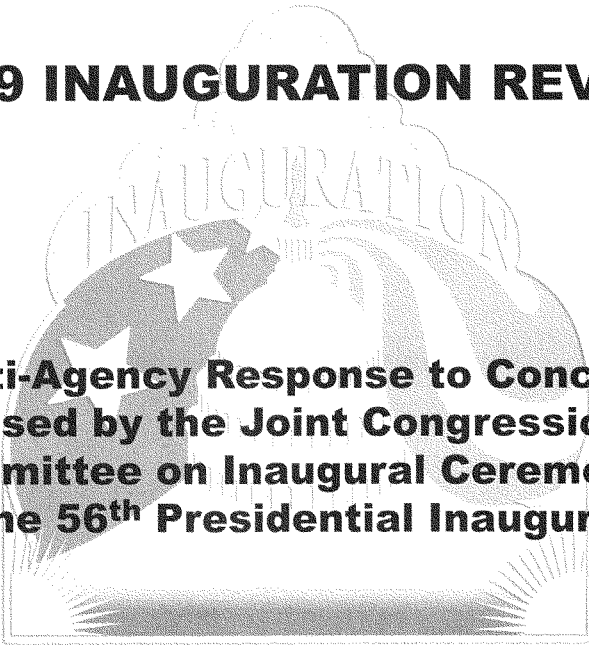
Mr. SERRANO. In order to make the full report available, there has to be issues of security? Is that what you are saying?

Mr. SULLIVAN. Yes, sir. Right now we have it classified as law enforcement sensitive. If you would allow me to take a few days to take a look at that and see if there is anything we believe should not be released publicly, we would be more than happy to release it.

Mr. SERRANO. All right.
[The information follows:]

REDACTED VERSION

2009 INAUGURATION REVIEW



**Multi-Agency Response to Concerns
Raised by the Joint Congressional
Committee on Inaugural Ceremonies
for the 56th Presidential Inauguration**

March 17, 2009

REDACTED VERSION

Clerk's note: Unreproducible graphics and photographs attached as appendices to this report have been removed.

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On January 20, 2009, according to media reports, an estimated 1.8 million people converged on Washington, D.C., the United States (U.S.) Capitol grounds and the National Mall to witness the Inauguration of President Barack Obama. An enormous amount of preparation and planning went into this historic event. It was one of the greatest logistical challenges ever faced by law enforcement planners. Area law enforcement agencies worked very hard to develop and implement a security plan that would ensure the orderly transfer of power without disruption and keep the nation's capital safe during the 56th Presidential Inauguration. In this regard, the plan was successful.

The following report addresses the inability of ticketholders to view the Inauguration of the President and other issues identified by Senator Dianne Feinstein, Senator Robert Bennett, the Presidential Inaugural Committee (PIC) and other members of Congress. As directed by Senator Feinstein, this report seeks to critically analyze the planning and execution of the security plan for the 56th Presidential Inauguration, identify any deficiencies with regard to crowd management and make specific recommendations to ensure that identified deficiencies are properly addressed in plans for future Inaugural ceremonies.

As requested by Senator Feinstein, Director Mark Sullivan, U.S. Secret Service (USSS), convened an Inaugural Review Team (IRT) to examine the planning and execution of the 2009 Inaugural security plan and report the findings. A representative was selected from each of the law enforcement agencies involved in the planning of the 56th Presidential Inauguration. These representatives were not directly involved in the planning of the Inauguration and were better disposed to offer a fair and balanced analysis of the event planning and execution. The IRT members are listed as follows:

- Inspector Inspection Division, USSS - Chair
- Assistant Inspector Inspection Division, USSS - Co-Chair
- Inspector Executive Office of the Chief of Police,
D.C. Metropolitan Police Department (MPD)
- Captain Commander, East District, U.S. Park Police (USPP)
- Captain Office of Professional Responsibility, U.S.
Capitol Police (USCP)

- Lieutenant ... Executive Office of the Chief of Police,
MPD
- Robert R. Howe, Senior Advisor to the House Sergeant at Arms
- Joseph C. Haughey, General Counsel for the Senate Sergeant at Arms

The IRT conducted an in-depth review of the 56th Presidential Inauguration security plan to include: ticketing, pedestrian crowd management, entry points, level of magnetometer screening, flow rates, global fencing, signage, mass transportation and volunteer staffing issues.

The IRT members interviewed command officers and members from their respective agencies who were either:

- Participants on the U.S. Capitol Subcommittee;
- Responsible for the formulation and implementation of the security plan;
- Assigned to the Multi-Agency Communications Center (MACC), USCP Command Center, MPD Joint Operations Center (JOC), and MPD/USCP security rooms;
- Assigned to the blue, purple or silver entry gates;
- Assigned to the Third Street tunnel;
- Dispatched to provide law enforcement assistance at various incidents; or
- Witnesses to noteworthy events as they occurred.

Also, IRT members conducted interviews of persons assigned to the Joint Congressional Committee on Inaugural Ceremonies (JCCIC) and the PIC, as well as civilian volunteers.

In addition to the many interviews conducted, IRT members reviewed numerous photographs and video footage from security/surveillance cameras around the U.S. Capitol, USPP aerial, still and infrared photographs of the National Mall, content on Facebook and YouTube, newspaper articles, as well as related photographs and letters submitted to members of Congress.

This report focuses mainly on those issues affecting the U.S. Capitol sites, but also incorporates the events on the National Mall and the parade route. This report provides a foundation of lessons learned for future Presidential Inaugural security planners.

PLANNING

National Special Security Event Designation

On October 20, 2008, Secretary Michael B. Chertoff, Department of Homeland Security (DHS), designated the 56th Presidential Inauguration as a National Special Security Event (NSSE). Although security planning had already been underway for some time, once this event was designated an NSSE, the USSS assumed its mandated role as the lead federal agency for the design and implementation of the operational security plan.

Historically, the USSS has relied on existing partnerships with federal, state and local law enforcement, and public safety officials to achieve the goal of providing a safe and secure environment for the event and those in attendance. Preparations for an NSSE of the magnitude of the 2009 Presidential Inauguration are always a cooperative effort. No single law enforcement entity can implement necessary security measures on its own. The many areas for which the security plan for the 56th Presidential Inauguration was successful are a direct reflection of the high degree of cooperation and professionalism shared among the participating agencies.

Event Overview

The 56th Presidential Inauguration NSSE encompassed three days beginning on January 18, 2009, and included events in Wilmington, Delaware; Baltimore, Maryland; and Washington, D.C.

On January 20, 2009, the NSSE consisted of the swearing-in ceremonies at the U.S. Capitol; the Inaugural parade route; the White House reviewing stand; the Inaugural balls and various other events and venues throughout Washington, D.C.

2009 Inauguration Executive Steering Committee

The USSS Washington Field Office began its initial planning for the 56th Presidential Inauguration in May 2008. The USSS relied heavily on its established partnerships with law enforcement and public safety officials at the local, state and federal levels to provide a safe and secure environment for USSS protectees, dignitaries, event participants and the general public. For the purpose of preparation, planning and implementation of this NSSE, an Executive Steering Committee was established.

The below listed agencies made up the Executive Steering Committee and provided the critical leadership to plan and implement the operational security measures for the 56th Presidential Inauguration:

- United States Secret Service
- Federal Emergency Management Agency (FEMA)
- United States Capitol Police
- Metropolitan Police Department
- District of Columbia Homeland Security and Emergency Management Agency
- Federal Bureau of Investigation
- Department of Defense
- United States Park Police
- District of Columbia Fire and Emergency Management Services (EMS) Department
- U.S. Department of Homeland Security

- United States Supreme Court Police
- United States Coast Guard
- Washington Metropolitan Area Transit Authority Police (WMATA)
- United States Attorney's Office for the District of Columbia

The Executive Steering Committee also partnered with the PIC, JCCIC, Transportation Security Administration (TSA) and other federal and local partners to plan and ensure the success of the 56th Presidential Inauguration.

The Executive Steering Committee began meeting in July 2008, with representatives from the aforementioned agencies. The Executive Steering Committee had joint decision making authority and de-conflicted issues identified by the subcommittees. The Executive Steering Committee also conducted several tabletop exercises in the months leading up to the Inauguration to ensure success of the security plan.

Subcommittees

The Executive Steering Committee appointed 23 subcommittees that focused on specific considerations for the NSSE. These subcommittees are listed as follows:

- | | |
|--------------------------------------|---|
| ▪ U.S. Capitol | ▪ Consequence Management |
| ▪ Parade Route | ▪ Maritime Security |
| ▪ Crisis Management | ▪ Andrews Air Force Base |
| ▪ Transportation/Traffic | ▪ Airspace Security |
| ▪ Civil Disturbance | ▪ Interagency Communication/Joint Field Office |
| ▪ Public Affairs | ▪ Fire/Life Safety/Hazardous Materials (HAZMAT) |
| ▪ Venues | ▪ Credentialing |
| ▪ Legal | ▪ Health and Medical |
| ▪ Critical Infrastructure | ▪ Explosive Device Response |
| ▪ Training | ▪ Intelligence |
| ▪ Tactical/Counter Surveillance Unit | |
| ▪ VIP/Dignitary Protection | |
| ▪ Reviewing Stand | |

U.S. Capitol Subcommittee

The U.S. Capitol Subcommittee began meeting on a regular basis in July 2008. A heightened security posture was established surrounding the U.S. Capitol due to the NSSE designation and the fact that U.S. civilian and military leadership would be in attendance at the swearing-in ceremonies. Attendees included former presidents, justices of the Supreme Court, the entire Congressional leadership, as well as members of Congress, the Joint Chiefs of Staff, numerous state governors and other high level dignitaries.

The U.S. Capitol Subcommittee was chaired by the USCP and co-chaired by the USSS. The following agencies were represented on the U.S. Capitol Subcommittee:

- United States Capitol Police
- United States Secret Service
- Metropolitan Police Department

- United States Park Police
- District of Columbia Fire and Emergency Management Services Department
- Federal Emergency Management Agency
- Department of Defense
- Architect of the Capitol
- Transportation Security Administration
- Federal Bureau of Investigation
- Metro Transit Police
- District of Columbia Homeland Security and Emergency Management Agency
- United States Supreme Court (USSC) Police
- U.S. Department of Homeland Security
- United States Coast Guard

The U.S. Capitol Subcommittee was tasked with developing the operational security plan for the Capitol Hill portion of the NSSE. Because of jurisdictional control, the USCP primarily developed the security and logistical plan with regards to the Congressional Inaugural Ceremonies that took place on the U.S. Capitol grounds. The USCP appointed officials and civilians to an Inaugural Task Force. This USCP Inaugural Task Force worked with the JCCIC and USSS to prepare the security plan for events on the U.S. Capitol grounds. The U.S. Capitol Subcommittee presented all of their plans to the Executive Steering Committee.

With respect to the ceremonies at the U.S. Capitol, JCCIC was responsible for planning and executing all Inaugural activities, including the Inaugural swearing-in ceremonies, printing and distribution of tickets for the swearing-in ceremonies, and signage. The JCCIC made all decisions concerning the Inaugural activities, but deferred to USCP and the Executive Steering Committee concerning law enforcement issues such as screening and crowd management.

Challenges

It was anticipated that an unprecedented number of people, estimated by the media at two to four million, would converge on the city, U.S. Capitol grounds and the National Mall for the Inaugural swearing-in ceremonies. During the planning process, the decision was made to open the entire National Mall so that all of these people could view this historic event. As such, the Executive Steering Committee, JCCIC, PIC, as well as D.C., Virginia and Maryland government agencies, and news media prepared for this eventuality.

Planning for and accommodating such a crowd, while maintaining the integrity of the security plan, became the central challenge faced by all the subcommittees. Many subcommittees, to include the Transportation/Traffic, the Fire/Life Safety/HAZMAT, and the Health and Medical Subcommittees took on much larger roles than in past Inaugurations. These subcommittees had to examine issues that had not been historically problematic, i.e., mass transportation, medical care, portable restroom facilities, warming stations and the parade staging area.

As these subcommittees engaged in the planning process, two relevant challenges began to emerge:

- First, there was growing concern that the transportation system (Metro, buses, etc.) and access routes would not be able to handle the task of moving two to four million people in the National Mall area, especially in areas around the U.S. Capitol grounds.
- Second, the U.S. Capitol Subcommittee was concerned that the number of tickets

being issued would exceed the maximum capacity of the allotted space in the respective viewing areas.

Transportation System

Metro, Access Routes and Road Closures

Recognizing that two to four million people may be converging on Washington, D.C., the transportation plan was critical. Beginning in December 2008, the Executive Steering Committee was briefed by JCCIC and USCP on these challenges. Throughout December 2008 and January 2009, the U.S. Capitol Subcommittee, JCCIC and PIC discussed which color tickets would be directed to which Metro stations. The Executive Steering Committee convened meetings which included the governors of Maryland and Virginia, the mayor of D.C., representatives from WMATA and each respective Department of Transportation, among others. The details of the Metro station assignments are referenced below under the Tickets section of this report.

Overall, it was recognized that overcrowding could occur at Metro stations and access routes to the screening areas. To plan for overcrowding and provide access to screening gates, the USCP and JCCIC developed signage plans (15 two-sided banners and 15 variable message boards) to assist with crowd management. The USCP utilized "way finder" volunteers to assist with crowd management.

The JCCIC also recognized the need to work with the Office of Congressional Accessibility Services in order to accommodate people with disabilities. This plan called for two drop-off points at South Capitol and E Streets, SE and North Capitol and E Streets, NE, as well as transportation to the screening checkpoints for these individuals. The plan also addressed persons with wheelchairs, sign language interpreters for the hearing impaired and reserved areas for people with visual impairment (audio descriptions for non-speaking portions). The plan attempted to make the event accessible for persons with disabilities, but recognized that getting to the U.S. Capitol grounds would be difficult due to large crowds.

The USSS issued a press release on January 7, 2009. Among other things, the press release included information on downtown area road closures and parade route entry points. It also identified intersections to be utilized as parade route crossover points.

Buses

The Executive Steering Committee recognized that many people would be arriving in buses. The committee planned for accommodating thousands of buses arriving from all over the country. Bus drop-off points were designated outside of the security perimeter and throughout the downtown area.

Tickets

The Executive Steering Committee expressed concern about the number of tickets being issued by JCCIC for the swearing-in ceremonies. Planners knew that in previous Inaugurations, a percentage of ticketholders did not attend; however, they knew that most of the ticketholders would likely attend this historical event. The Executive Steering Committee also realized that this would likely cause overcrowding in the viewing areas, particularly in the blue and purple areas.

In lieu of reducing the number of tickets, JCCIC requested that site surveys first be conducted to determine if additional space could accommodate the number of people that had been historically invited to the swearing-in ceremonies. The USCP worked with the Architect of the Capitol (AOC) and succeeded in configuring expansion/overflow areas that met the space requirements for 241,000 guests. The number of issued tickets was ultimately not reduced.

Tickets for the orange, yellow, blue, purple and silver viewing areas were distributed as follows:

Orange	17,469
Yellow	19,269
Blue	52,500
Purple	52,500
Silver	100,000

Ticketholders were provided with an accompanying map identifying the location of the respective color-coded screening checkpoints. Based upon the color of ticket, the map instructed ticketholders to utilize the following Metro stations:

<u>Ticket Color</u>	<u>Metro Station</u>
Orange	Capitol South
Yellow	Union Station
Blue	Federal Center
Purple	Judiciary Square
Silver	Federal Center SW

Additional instructions on the map advised all ticketholders that they would be required to pass through security screening.

The JCCIC issued a news release on January 11, 2009, concerning map and ticket information for the Inaugural swearing-in ceremonies. This news release provided specific information to ticketholders regarding how to access their designated entry points and provided information to persons utilizing Metro trains.

Pertinent Aspects of Selected Elements of the Security Plans for the 56th Presidential Inauguration

Agency Assignments

Through the subcommittee process, major areas of responsibility were delineated as follows:

USCP - secure the U.S. Capitol and all Congressional Office Buildings; building access control; emergency responders; garage security; subway security; secure Capitol Square; secure Marine One; secure Inaugural Platform; provide protective details for Congressional Leadership; provide escorts for dignitaries; execute traffic control throughout U.S. Capitol grounds; secure parade

route (within U.S. Capitol perimeter); provide motorcade escorts;

execute security equipment maintenance and repair; provide Joint Hazard Assessment teams; provide decontamination teams; conduct vehicle maintenance and recovery operations; provide law enforcement support on U.S. Capitol grounds and the National Mall panels as defined in the Interagency Agreement between USCP and USPP; direct pedestrians outside selected Metro stations; direct pedestrians along routes to screening areas; pre-screen ticketed guests; carry out Command Center Operations; conduct liaison (communication centers); conduct lost and found/missing persons operations; provide pedestrian direction and information; provide routine patrol and law enforcement support.

USSS - plan, set up and screen (magnetometer and waistband search) all ticketholders entering the site; plan for and set up security along parade route; Capitol; provide to the USCP Command Center; to the USCP Security room located in room provide manpower utilized for screeners (magnetometer and waistband searches) and

USPP - responsible for public safety and security on all National Park Service (NPS) lands and roadways impacted by the 56th Presidential Inauguration; most significant of which were those areas on the National Mall from Fourth Street to the Lincoln Memorial, Pennsylvania Avenue National Historic Site, which includes the north and south sidewalks of Pennsylvania Avenue between Third and 15th Streets along the parade route, the Ellipse, Lafayette Park, and the White House sidewalk. By virtue of the proximity to the swearing-in ceremonies, the parade route, and the presidential reviewing stand, these NPS lands saw the highest concentration of visitors witnessing these historic events. The USPP employed the following assets to ensure the safety and security of the event, the public, and numerous protectees: a full Force commitment of sworn and civilian staff, to include sworn personnel from its New York and San Francisco Field Offices, as well as several officials from NPS regions across the country; NPS and Department of Interior (DOI) law enforcement personnel; numerous state and local law enforcement personnel; National Guard personnel; Aviation assets that provided aerial support and monitoring for presidential escorts, crowd management, and medevac capabilities;

bike and scooter squads; escort motors for numerous protectee and ceremonial escorts; liaison officers for several command and coordination centers, to include the MACC, Joint Information Center (JIC), MPD JOC, DC Emergency Operations Center (EOC), USCP Command Center, Transportation Security Operations Center, Joint Forces Headquarters, and representation on a Joint Hazard Assessment Team; and several elevated observation platforms along the National Mall to monitor the crowds.

MPD - monitor all pedestrian thoroughfares outside the U.S. Capitol grounds; provide main cordon duties for the entire Inaugural parade route; provide response to all suspicious packages and bomb threats outside the U.S. Capitol grounds; escort all VIPs to swearing-in ceremonies and Inaugural events; provide security and traffic control at all Inaugural ball sites and unofficial venues; staff multiple command centers, including the MACC, JIC, USCP Command Center, D.C. EOC, as well as fully staff MPD JOC; provide Joint Hazard Assessment teams; secure entire outer perimeter and execute a tiered crowd management system for all areas under MPD responsibility; execute and staff prisoner processing sites; handle all missing persons outside the U.S. Capitol grounds with stationary and mobile units; execute traffic closures and monitor traffic flow throughout the entire city; execute all towing and recovery efforts; establish and carry out a commissary detail for the over officers assigned to the events; execute logistical matters, such as equipment and vehicle maintenance and repair; support and execute crowd metering functions around USPP territory; support and execute crowd metering functions around Metro stations; provide pedestrian direction and information; provide crowd management and metering at all parade access points; provide air support; provide dedicated personnel for the egress of all persons leaving the events; monitor and secure all avenues of departure for the Inaugural attendees; provide patrol functions for entire city; maintain police presence at extended hour bars and restaurants.

Staffing

To accomplish the security mission at the U.S. Capitol, personnel were assigned from the following agencies:

<u>Agency</u>	<u>Number of personnel assigned</u>
USSS - SAs (Poststanders)	
USSS - Uniformed Division (UD) officers	
TSA	
USCP	
USCP Civilians	
Library of Congress (LOC)	
U.S. Customs and Border Protection (CBP)	
U.S. Government Printing Office (GPO)	
USSC Police	
AMTRAK Police (Vapor Wake K9 teams)	

The USSS also provided personnel support from Technical Security Division Information and Resources Management Division Washington Field Office (Counter Assault Team and the Office of Government and Public Affairs (8).

USPP Staffing and Deployment

In all, the USPP utilized over personnel. The USPP provided escorts and traffic control for all 360 Armed Forces Inaugural Committee (AFIC) buses, which carried the ceremonial elements of the Inaugural parade from the Pentagon to the Ellipse exclusively utilizing NPS roadways; developed and executed a crowd management/overcrowding mitigation plan for the National Mall; coordinated similar plans for the parade route with the USSS and MPD; ensured all First

Amendment Demonstrations occurred without disruption and within legal parameters along the parade route, within Lafayette Park, and an impromptu demonstration near the Ellipse; facilitated the safe and effective transit of numerous EMS vehicles transporting patients to local hospitals; ensured the safe egress of visitors from NPS lands upon the conclusion of the events; and successfully reunited all missing persons, some of which were identified as critical missing.

MPD Staffing and Deployment

Overall MPD members were engaged in Inaugural events along with outside agency members for a total of law enforcement members staffing these events. The MPD established its presence in the area from 23rd Street, NW to Third Street, NW and from K Street, NW to the SE/SW Freeway.

- MPD had platoons assigned to the Inaugural events members)
- total members were assigned to the Inaugural events
 - members provided traffic control, parade cordon and escort duties
 - members handled events such as Inaugural balls and traffic control
- outside agency members assigned and deployed under MPD's control

officers were assigned to work throughout the remainder of the city. These officers handled calls for service, staff entertainment areas with unofficial Inaugural events and extended operating hours for Alcoholic Beverage Control establishments.

Crowd Management

USCP

USCP had sworn officers and civilian employees, augmented by CBP officers, assigned to Capitol Hill Metro stations, critical intersections, checkpoints and sidewalks to direct pedestrians along routes to screening areas and to provide general information to ticketed pedestrians. USCP also developed signage to direct ticketed guests to their respective viewing areas.

MPD

MPD established three tiers to control and inform crowds attempting to enter the parade route area.

- Tier 1: two blocks out - Public information, monitoring and coordination.
- Tier 2: Crowd Monitoring and Flow Control - Metering points, ½ to 1 block from entry points to allow no more than 50 to 100 through to the gates at one time, and use of megaphone to control crowds from the rear.
- Tier 3: Security Checkpoint Access Control - USSS/National Guard to use counters to determine when each area was filled to capacity.

A total of reserve officers, civilian volunteers and Serve DC volunteers were deployed to manage Tier 1 areas and distribute information. Tier 2 members also provided information.

A total of Civil Disturbance Units (CDU) platoons 1 members) were deployed to Tier 2 and Tier 3 areas.

Crowd monitoring and metering points were also established for the following Metro stations and the Third Street tunnel:

- Gallery Place Metro station
- Judiciary Square Metro station
- Federal Center SW Metro station
- Federal Triangle Metro station
- Foggy Bottom Metro station
- Union Station Metro station
- North Entry to the southbound lanes of the Third Street tunnel
- Exit from the Third Street tunnel (south side)

CDU platoons were ultimately used at these locations. In addition National Guard troops were deployed to Metro stations to meter and control the exiting crowds

Entry Points

Flow Rate

In general, the flow rate is established with reference to the number of ticketholders anticipated at an entry point in relation to the amount of time allocated for screening. The number of pre-screeners and magnetometer screening modules allocated to each ticketed entry point is determined in order to meet the flow rate. Planners relied on consultant studies in establishing applicable matrix to each entry point which are set forth below.

<u>Ticket Entry Points</u>	<u>Location</u>	<u>Tickets Anticipated</u>	<u>Pre-screeners Assigned</u>	<u>Magnetometers and Screeners</u>
Orange	Lot 4	17,469		
Yellow	Upper Senate Park	19,269		
Blue	Washington Avenue	52,500		
Purple	Louisiana Avenue	52,500		
Silver	Jefferson Drive	100,000		

For additional information on the silver ticket "lanes," please see the Magnetometer Screening section below.

In order to accommodate anticipated ticketholders, the flow rates at the entry points were established by the planners as follows:

Orange	/hour
Yellow	/hour
Blue	/hour
Purple	/hour
Silver	/hour per lane

The flow rate per hour through screening checkpoints varied in accordance with NSSE required

safety and security standards based on distances of the viewing areas from the Inaugural platform.

Pre-Screening

The USCP pre-screeners were assigned to monitor the crowd lines, verify authenticity and check for appropriate color-coded tickets, maintain order, facilitate ingress through the entry points and provide assistance to disabled and elderly guests. Accepted protective methodology calls for pre-screening for threats at points farthest from the entry gates.

The personnel assigned to crowd management activities received extensive training prior to the event. Agencies conducted both individual and joint civil disturbance training, high-volume arrest training and crowd management training. Additionally, on January 11, 2009, MPD hosted a training seminar on crowd dynamics and psychology.

All screening checkpoints were directed to open at 8 a.m., or immediately upon the completion of the USCP security sweep – whichever came first. All screening checkpoints were to be closed at 12 p.m.

Magnetometer Screening

Magnetometer screening was employed to detect weapons, explosives and other prohibited items. Magnetometer screening assets were deployed at entry points as follows:

<u>Site</u>	<u>Level</u>	<u>Number of Magnetometers</u>	<u>Number of Personnel Assigned USSS/TSA</u>	<u>Total</u>
Orange	Walk-through			
Yellow	Walk-through			
Blue	Walk-through			
Purple	Walk-through			
Silver	Waistband			

The level of security screening at the U.S. Capitol was discussed at length among the U.S. Capitol Subcommittee, JCCIC and the Executive Steering Committee. There are different protocols employed by agencies depending upon factors such as proximity to protectees, whether an event is designated a NSSE, etc. It was a concern that any significant threat (i.e., shooting, suicide bomber, improvised explosive device, etc.) had the potential to impair the constitutional process of the swearing-in of the President. It was also realized that this entire event, and particularly the U.S. Capitol, could be a potential target for terrorists.

Utilization of magnetometers is the current method employed to mitigate the threat of weapons, such as handguns, long guns and knives. As such, guests were required to pass through magnetometers at the orange, blue, purple and yellow screening gates. At the silver ticket screening checkpoint, waistband searches were conducted. A waistband search

It was also pre-determined by operational planners that if the anticipated flow rates were not being achieved at the blue and purple screening checkpoints, a decision would be made to utilize

waistband searches This waistband search was intended to further increase the flow rate without severely jeopardizing security. For the blue and purple screening areas, the level of screening was modified as described above. This modification decreased screening times, while at the same time ensured the safety of the event.

Third Street Tunnel

The planners mutually decided to close the Third Street tunnel to normal vehicular traffic. The southbound tube was to be used exclusively for north and southbound pedestrian traffic under the National Mall. The northbound tube was reserved for emergency vehicles only.

The MPD had operational responsibility for securing the Third Street tunnel. MPD motorcycle and bicycle officers were assigned to the southbound tube of the tunnel to monitor pedestrian flow through the tunnel. No MPD officers were assigned to the northbound tube of the tunnel because it was not designated for pedestrian use.

Third Street Crossover

There were conflicting plans regarding the use of the Third Street crossover. The NSSE map conflicted with the site specific map utilized by the U.S. Capitol Subcommittee. The NSSE map indicated that Third Street would be utilized as a pedestrian crossover and parade route access point, while the U.S. Capitol Subcommittee map indicated it would be closed.

In addition, the USSS press release of January 7, 2009, identified that Third Street between Pennsylvania and Constitution Avenues, NW, would be one of the crossover points for the general public attending the Inaugural parade. The JCCIC news release of January 11, 2009, did not address parade route crossovers. This news release only addressed the Third Street tunnel, Second Street, NE and roads further east of the U.S. Capitol as options for pedestrians to travel from the north to the south side of the U.S. Capitol.

These issues and their effect on overcrowding will be addressed in more detail in the Third Street crossover section in this report.

Medical Support

The Office of Attending Physician (OAP) was staffed to provide medical assistance within the U.S. Capitol grounds. Medical assistance carried out on January 20, 2009, was wide-ranging and included minor injuries (cuts) as well as more serious incidents (hypothermia, cardiac emergencies). The USCP assisted the OAP with all calls which required a police response.

Site Security

The USCP, in concert with its law enforcement partners, developed the security plan for the swearing-in ceremonies. The security plan and processes were designed to mitigate threats and vulnerabilities identified in the comprehensive joint threat assessment developed by the Intelligence Subcommittee. The security plan used a systems approach in the utilization of physical security barriers, people and processes. This plan also incorporated emergency evacuation plans.

The physical security plan employed aspects of crime prevention through environmental design

and the theory of concentric rings of security around the U.S. Capitol. The outer vehicle barrier was comprised of jersey barriers, Nasatka barriers, and large buses and trucks used as blocking vehicles. The middle pedestrian perimeter was comprised of fencing (global fencing) that tied into the House and Senate office buildings to minimize the fencing requirements. The pedestrian barriers were supplemented with bike rack and snow fencing that served as pedestrian controls, aiding law enforcement personnel in their task of coordinating and controlling crowd movements throughout the area. Security cameras and light towers augmented the physical security barriers by increasing observation and enhancing the ability to detect and deter malicious, criminal or terrorist activities.

As with any security plan, the people assigned to the perimeter, access points, screening areas, and crowd management functions were the critical component. More than USCP officers, supplemented by the USSC Police, LOC Police, GPO Police, CBP officers, MPD officers, TSA screeners, USSS UD officers and USSS SAs, provided law enforcement, security, screening and crowd management functions.

The processes developed as part of the overall security plan included security sweeps, access controls, vehicle and pedestrian screening procedures, emergency medical response plans, crowd management, and control and arrest processing procedures. These processes were complemented by a comprehensive and detailed Crisis Management Plan (CMP) designed to protect the crowds and government leaders in case of any environmental, criminal or terrorist event.

Specific response plans developed as part of the CMP were thoroughly discussed and vetted at multiple interagency table-top exercises.

ISSUES WHICH DEVELOPED DURING THE EXECUTION OF THE PLAN

Tickets

For the orange, yellow, blue, purple and silver areas, 241,738 tickets were printed for the 56th Presidential Inauguration. The number of invited guests remained consistent with those of prior Presidential Inaugurations.

As was noted in the planning section above, the Executive Steering Committee recognized that a higher percentage of ticketholders would actually attend this historic event. To accommodate the number of ticketed guests, the AOC followed the USCP Crowd Capacity Matrix based upon the standard of three square feet per person in the viewing and overflow areas. As anticipated, a never-before-seen number of ticketholders did converge on the various ticket screening checkpoints.

In order to accommodate the GPO scheduled workload, ticket printing had to be accomplished by July 2008. As noted earlier, these tickets were color-coded to correspond to the respective viewing areas. Since the tickets were printed early, they contained incorrect information concerning the opening time and locations of the checkpoints.

As a corrective measure, a joint decision was made to publish an addendum showing the location of gates and guest sections for ticket-holders and providing guidelines and directions according to specific ticket colors. This addendum was not identified on its face as a replacement for the previously issued inaccurate directions; it did not instruct silver ticketholders to disregard the previously issued directions, and it did not indicate that there was any change. The addendum did identify a sole access point and give specific instructions on means of access. However, because the silver ticketholders were never instructed to disregard previously issued instructions, the two documents were contradictory and therefore confusing.

Recommendations

1. *The capacity of the viewing areas should be based on the FEMA crowd management standard of five square feet per person.*
2. *Tickets should be printed later in the planning process and only after being properly vetted through the appropriate subcommittees, once the security plan is approved. This will ensure that printed tickets contain correct information that is consistent with the finalized security plan that is shared with the public.*
3. *A dedicated website and toll free telephone number should be listed on the ticket, ensuring that ticketholders have access to up-to-date information concerning screening checkpoints, reporting directions, etc.*

Crowd Management

Entry point information and directions (i.e., which Metro stations to utilize) were included on the reverse side of the tickets, and in the case of silver tickets, on addendums. Investigation

revealed that for various reasons (i.e., Metro transferring not possible, visitors unfamiliar with the Metro system, visitors not reading or misreading the directions), a great number of guests exited at the wrong Metro stations and then tried to navigate through the crowds to their respective entry points.

Crowds began arriving at the Metro stations and the U.S. Capitol very early on Inauguration Day. The intent of planners was to begin separating the ticketed and non-ticketed guests as far away from the checkpoints as possible. USCP had sworn officers and civilian employees, augmented by CBP officers, assigned to Capitol Hill Metro stations, critical intersections, checkpoints and sidewalks to direct pedestrians along routes to screening areas and to provide general information to ticketed pedestrians. Included above were two platoons of CDUs (officers) dedicated to provide crowd management and direction on U.S. Capitol grounds. As mentioned in previous sections, USPP, MPD and National Guard were posted for crowd management purposes in this area.

While the crowds remained orderly with no disruptions to the events and no arrests made by assigned officers, the crowd management control component covering blue, purple and silver access areas was adversely impacted by the earlier than anticipated arrival of such large numbers of both ticketed and non-ticketed guests. As such, the crowd management component was not able to fully establish control of the queuing at these entry points.

The police officers and "way finders" were augmented by 15 banner-bridge signs and 15 variable message boards. While the signage plan was more comprehensive than in previous Inaugurations, it is clear that the signage was insufficient to accommodate the crowds already amassed on Inauguration Day.

These signs and variable message boards provided directions for ticketed guests. However, little or no direction was provided on these signs to direct non-ticketed guests. Although there were 15 banner-bridge signs and 15 variable message boards deployed around the U.S. Capitol grounds to guide ticketholders, the size and density of the crowd limited the ability of those within the crowd to read the signage. As a result, non-ticketed guests attempted to gain entry at the ticket screening gates by co-mingling with ticketed guests.

By the time the full contingent of law enforcement officers arrived on post between 4 a.m. and 4:30 a.m., hundreds of people were already congregated at each of these screening entry gates. The crowds, consisting of ticketed and non-ticketed guests, continued to grow throughout the morning. Many of the guests left the National Mall and parade routes in order to gain a closer view of the swearing-in ceremonies. These non-ticketed guests also co-mingled with the ticketed guests and converged on the blue, purple and silver ticket screening checkpoints in an attempt to gain access.

All screening areas had bike rack fencing available to queue the lines. Because enormous crowds of ticketed and non-ticketed guests funneled to the blue, purple and silver ticket prescreening gates respectively, the density of the crowd essentially rendered the established queuing lines ineffective.

Recommendations

1. *All Presidential Inauguration guests, both ticketed and non-ticketed, should be provided with accurate information and directions to route them to their designated Metro station*

and entry point via a more extensive use of media outlets to include print, radio, television and the Internet.

2. *A Crowd Management Subcommittee should be established for future Inaugurations. This subcommittee would be tasked with establishing and de-conflicting issues such as pedestrian routes, entry gate queuing and comprehensive signage for the entire city. The MPD, USCP and USPP should be included on this subcommittee to ensure that adequate law enforcement personnel are assigned to direct crowds from the ingress points to other viewing areas. This subcommittee should study how an extended U.S. Capitol security perimeter would impact crowd management.*
3. *The signage should not only provide adequate directions to ticketed viewing areas for the swearing-in ceremonies at the U.S. Capitol and reviewing stands, but also provide direction to non-ticketed guests to public viewing points along the parade route and National Mall.*
4. *This signage, to include banner-bridge and variable message boards, should contain precise instructions for ticketed and non-ticketed guests.*
5. *This signage should be placed at major visitor arrival sites such as Metro stations, Union Station and bus drop-off locations, both inside the stations as well as at their exits.*
6. *These visual cues should be placed high enough so that they are visible above a crowd and at as many points as practicable throughout the National Mall and around the U.S. Capitol.*
7. *Queuing should take into consideration both vehicular and pedestrian traffic flow.*
8. *Additional reporting directions should be accomplished by utilizing personnel to include "way finders," volunteer staff and law enforcement officials equipped with loud speaker capability at established informational kiosks. These informational kiosks should be identified with appropriate signage that is posted at least 10 feet above the kiosks and situated at key visitor arrival sites such as Metro stops, Union Station and bus drop-off points.*

Entry Points

Pre-Screening

Historically, security planners have been able to rely on the fact that total ticketed guest turnout at Presidential Inauguration ceremonies was typically smaller than total tickets distributed. Similarly, the number of non-ticketed guests attempting to enter at screening checkpoints traditionally has been relatively small in comparison to the 56th Presidential Inauguration. Because of this, ticketed guests for previous events could typically move in a direct manner from Metro stations to their respective screening points. Large numbers of non-ticketed guests attempting to pass through or gain access to ticketed viewing areas was simply not a factor in the formulation of past security plans.

Although the exact numbers that would attend the 56th Presidential Inauguration could not be known, the Executive Steering Committee anticipated a much higher invited guest turnout as

compared with years past. This committee planned for much larger crowds in general and specifically for larger numbers of ticketed guests. Based on these assumptions, the committee felt that the 56th Presidential Inauguration security plan was sufficient to screen every one of the invited guests if they all decided to attend. This committee also felt there was sufficient personnel and equipment at each checkpoint to allow all the ticketed guests to be properly screened within the allotted time period.

To prepare for these larger crowds, the security plan at all screening areas called for bike rack fencing to be used as a tool to queue lines, separate ticketed from non-ticketed guests and prevent people from cutting into the queues. Additionally, USCP officers were assigned to every intersection on the U.S. Capitol grounds to provide directions, security and crowd management. At each gate, pre-screeners were assigned to check tickets and maintain order. Finally, platoons of CDUs (officers) were dedicated to provide crowd management and direction on the U.S. Capitol grounds. The 16 foot-wide gates through which all pre-screened guests passed were of a sufficient size to provide passage for all invited guests. However, as noted below, crowd density prevented ticketholders from reaching these gates.

Despite these preparations, the number of non-ticketed guests who migrated from Metro stations, bus drop-off points and the National Mall into the security screening checkpoints was drastically underestimated by planners. These crowds included non-ticketed guests, guests with commemorative PIC invitations, guests with wrong-colored tickets and guests attempting to enter with their Metro fare cards. So many people attempted to access the entry gates that they severely clogged queuing lines. At one point, crowds became so dense that police officers at the purple gate had to briefly restrict the flow of ticketholders in order to move the bike rack fencing that had been pushed in front of the entry gate, effectively closing off the entrance temporarily. In effect, overcrowding caused pre-screeners to sort through thousands of non-ticketed guests, which severely hindered the screening process, caused unforeseen delays and ultimately prevented many congressional guests from being screened in time to see the swearing-in ceremonies.

It should be noted that there were no issues at the yellow and orange pre-screening areas or magnetometer checkpoints. This was due in part to the fact that the number of these ticketholders passing through screening was smaller than at the purple and blue areas. Additionally, these ticketholders came from the Metro Stations and points further east so they did not commingle with the crowds at the blue and purple staging areas. For these reasons, overcrowding was not an issue at the orange and yellow pre-screening areas or the magnetometer checkpoints, and all of the ticketed guests were screened at both of these areas. All of the ticketed guests who arrived at the orange and yellow screening checkpoints prior to the planned gate closure time, entered their respective viewing area in time to witness the swearing-in ceremonies.

It should also be noted that despite reports to the contrary, none of the screening gates were closed due to the lack of space for ticketed guests. Gates were closed temporarily, five to ten minutes total, to address crowd safety issues and to accommodate a presidential motorcade.

At 10:45 a.m., when it became apparent that not all of the blue and purple ticketholders would gain entry into the event, USCP officials decided to allow these ticketholders to be screened at any gate. This resulted in thousands of additional guests being admitted to the swearing-in ceremonies. Additionally, in order to relieve crowd congestion at the silver gate, some non-ticketholders were also admitted.

The decision by planners to close the National Mall crossover at Fourth Street NW was made in order to provide a secure area for staging parade participants and floats. This decision is consistent with the previous Inauguration. The opening of the National Mall for viewing the Inaugural ceremonies resulted in utilizing a new parade route different from previous Inaugurations. This route inhibited a crossover in the Seventh Street area and also inhibited pedestrian egress at the conclusion of the swearing-in ceremonies.

When the non-ticketed viewing areas of the National Mall were secured due to reaching safe capacity at 6:30 a.m., visitors were directed to the west towards the 12th Street entrance of the National Mall. This was accomplished through variable message boards, signage and USPP officers assigned to the National Mall. However, visitors continued to migrate towards the U.S. Capitol on their own accord in an attempt to gain a closer view of the swearing-in ceremonies. The USPP and MPD were responsible for managing the crowd on the National Mall and surrounding streets, and should remain so for future events.

Recommendations

1. *The number of non-ticketed and ticketed guests co-mingled in the screening areas must be minimized. Access to the queuing lines must be strictly limited to guests holding the appropriate color-coded tickets. Pre-screeners should query guests upon entering the queuing lines and randomly along the queuing lines to ensure they possess the appropriate color-coded ticket.*
2. *To avoid excessive congestion at the screening checkpoints, the number of lanes making up a queuing line should correlate to the number of guests that can be prescreened simultaneously at an access gate. Queued guests not possessing the correct color-coded tickets should be diverted away from the checkpoints through egress paths separated by suitable fencing. Persons not in line should not be allowed to congregate at the checkpoints and should be directed to the appropriate locations based upon their ticketing status.*
3. *Flexibility at each screening checkpoint, whereby multiple/alternate entry gates are incorporated into the security fencing, should be considered to accommodate larger than expected crowds, etc.*
4. *Ticket checking in the future should be the function of the host committee, not a function of law enforcement officials. This would allow law enforcement officials to perform security and crowd management duties.*
5. *Once inside the security screening buffer zone, the host committee should provide staff to direct ticketed guests to utilize each of the magnetometers.*
6. *The IRT suggests an in-depth study be conducted to determine the feasibility of combining magnetometer checkpoints on the north and south sides of the U.S. Capitol. There could be one bank of magnetometers on the north side of the U.S. Capitol for yellow and purple ticketholders, and one bank of magnetometers on the south side of the U.S. Capitol for orange and blue ticketholders. Ticketholders would then be segregated and directed to their respective viewing areas once inside the magnetometer checkpoint.*

7. *The issue of the silver ticket screening checkpoint should be addressed independently by future planners.*
8. *The host committee should have the flexibility to direct guests from one viewing area to another, i.e., orange to yellow, if one side appears to be more full than the other. The same consideration should be given to the purple and blue viewing areas.*
9. *Future security planners should examine the possibility of opening the screening gates at an earlier hour in order to allow for more screening time. It should be noted, however, that doing so is not without costs. Earlier opening times will require the entire security perimeter, both the U.S. Capitol and the parade route, to be swept and secured earlier. In addition opening earlier would pose concerns regarding having restroom facilities and medical support for guests available at an earlier hour.*
10. *Fencing all screening gates is vital. It provides stand-off distance for the security screening process, prevents the magnetometers from being overrun and allows law enforcement officials to more effectively pre-screen for threats.*
11. *A public address system should be installed outside of the entry gates. Although police officers had megaphones available, they proved insufficient for the task at hand. A robust public address system at the gates would allow police officers to provide directions to the crowds and aid in separating non-ticketed and ticketed guests.*
12. *Although additional bike rack fencing is an option, it is not recommended. Studies on crowd management do not currently recommend the use of bike rack fencing for queuing lines, as they can create crushing hazards. The use of well-staffed rope lines should be explored as an option to create queuing.*
13. *A review of the National Mall Fourth Street crossover and its impact on the Seventh Street crossover should be conducted by future planners.*

Blue and Purple Screening Checkpoints

Not all of the blue or purple ticketholders were processed in the allotted timeframe; therefore, many did not enter their respective viewing areas in time to observe the swearing-in ceremonies.

The USCP had primary responsibility for the areas immediately in front of the entry gates. GPO, CBP, LOC and USSC officers augmented USCP personnel and were assigned to various intersections and routes leading to the purple and blue gates. In addition, USCP officers were assigned to crowd management duties and were among the queuing lines leading to the entry gates. The USPP and MPD CDUs were available for additional support if requested.

Coordination of these resources was communicated primarily through the MACC to the various interagency command and coordination centers such as the USCP Command Center and the MPD JOC.

The crowds began to gather at the blue and purple entry gates long before they were scheduled to open, even before law enforcement officers had a significant presence and before the security perimeter was established. The blue gate did not open until 8:10 a.m. due to electrical power issues caused by faulty generators that were rented by USSS to power the magnetometers. This

brief delay in opening the blue gate did not have a significant impact on the screening process.

The earlier than anticipated arrival of such a large number of ticketed and non-ticketed guests seeking entry at both of these gates severely clogged the access areas. This crowd activity made it especially difficult for law enforcement officers to establish proper queuing lines and maintain an acceptable rate of flow through pre-screening. Complaints that uniformed police personnel could not be located for assistance can, in many cases, be attributed to the officers' lack of visibility amongst the dense and massive crowds of visitors.

The issues identified in the Crowd Management section of this report also had a negative impact at the blue and purple entry areas. Thousands of non-ticketed guests migrated to the blue and purple screening checkpoints and co-mingled with ticketed guests. Among the non-ticketed guests were persons seeking access with commemorative PIC invitations, special event Metro fare cards and incorrect color-coded tickets. Pre-screeners had to segregate non-ticketed guests from ticketed guests among the massive and congested crowds.

Banner-bridge signs and variable message boards were deployed along access routes to guide ticketholders. However, because of the signage deficiencies mentioned previously in the Crowd Management section of this report, these assets were of little assistance in resolving the crowd congestion problems at the blue and purple access areas. Despite the signage, thousands of guests migrated en masse toward the U.S. Capitol from the Metro stations, Union Station, bus drop-off points and the National Mall.

Alternative reporting information was sent to silver ticketholders in the form of an addendum which may not have been the most effective means to ensure that each ticketholder was aware of reporting changes. As a result, thousands of silver ticketholders made their way into the blue and purple ticket screening checkpoints and co-mingled with crowds, ticketed and non-ticketed, in those areas. However, notwithstanding corrective measures taken, interviews of police officers in the crowd and anecdotal information revealed that numerous silver ticketholders utilized already overcrowded northerly access routes. Silver ticketholders contributed to the massive congestion at the purple screening checkpoint. Their use of the southbound Third Street tunnel lanes resulted in congestion at the north entry at Third and D Streets, NW (purple ticket staging area). Upon their exit from the Third Street tunnel on the south, silver ticketholders intermingled and joined the lines for the blue screening checkpoint. This added to the overcrowding in the blue staging area.

Concerns Unique to the Purple Screening Checkpoint

The purple access area was located in the triangle consisting of First Street, NW to Louisiana Avenue to Constitution Avenue, NW. This area became very crowded early in the morning due to the convergence of persons from the Judiciary Square Metro station, Union Station Metro station, Union Station commuter trains and other modes of transportation terminating north of the U.S. Capitol.

Crowd density in that limited area was expected to consist mainly of purple and yellow ticketholders. However, it was exacerbated by the arrival of parade route observers waiting to be screened at the entrance site between Second and Third Streets at C Street, NW; the backup of persons seeking access to the southbound Third Street tunnel at D Street, NW, in order to access the blue, silver and National Mall viewing areas; the closure of the Third Street crossover; the line of persons in the northbound Third Street tunnel seeking to merge with other queued purple

ticketholders; and many other non-ticketed guests.

At one point, crowd density at the purple gate increased to the degree that USCP officers had to briefly halt screening of ticketholders in order to move bike rack fencing that had been pushed in front of the entry gate. This action effectively closed off the entrance temporarily.

For security reasons, the purple gate was again closed for approximately five minutes due to the passage of the presidential motorcade on Constitution Avenue. Pedestrian flow was momentarily restricted on three occasions: once when the President was moving on stage and twice to restore order in the queuing lines.

The only gates that were closed for any extended period of time were gates intended for emergency vehicles. These vehicle gates, which remained closed throughout the event, were in close proximity to the entry gates.

Recommendations

1. *See Crowd Management section above.*
2. *The parade entry checkpoints should be moved further west, so that these crowds do not impact the purple ticket screening checkpoint.*
3. *Consider impact on security interests of moving the east U.S. Capitol grounds perimeter in from Second Street to First Street to provide a more convenient easterly route for blue, silver and orange ticketholders and National Mall visitors traversing from Union Station to those entry points.*

Orange and Yellow Ticket Screening Checkpoints

As noted above, the number of orange and yellow ticketholders passing through screening was smaller than at blue and purple checkpoints, and these ticketholders came from Metro stations and points further east. Therefore, overcrowding was not an issue in the queuing lines and at these screening checkpoints. All of the ticketed guests were screened at both of these areas. Ticketed guests were processed in a much more orderly and timely fashion. All the ticketed guests who arrived at the orange and yellow screening checkpoints entered their respective viewing areas in time to witness the swearing-in ceremonies.

Recommendations

1. *See Crowd Management section above.*

Silver Ticket Screening Checkpoint

As noted in the Tickets section of this report, the number of access points to the silver viewing area had been reduced from six to one at Third Street and Jefferson Drive, SW. This reduction was vetted and decided upon jointly by the USCP and USSS based on a number of factors which are described below:

- Planners believed that sharing a ticketed screening checkpoint with a screening checkpoint for non-ticketed guests would pose significant challenges, especially once

- the parade route closed.
- Congestion at Third Street and Constitution Avenue, NW, was anticipated. The area on Jefferson Drive, which is south of the National Mall, provided a large screening/staging area. Having all guests enter from the south ensured that the exits from the screening areas would not be congested or blocked.
- It was desired by the planners that all the silver ticketholders arrive from the south to equalize the demands on the infrastructure, Metro stations, streets, sidewalks, etc.

The silver ticketed guests trampled the snow fence and accessed the area around the Grant Statue. This caused the USCP to divert their civil disturbance platoons to the area to prevent a breach of the hard security perimeter. MPD CDU responded to assist as well. This incident prevented the use of the Pennsylvania and Maryland Avenue overflow areas.

Despite anecdotal reports, no silver ticketed guests accessed the purple ticket viewing area.

Recommendations

1. *Aerial photographs of the silver area show the mass of individuals screened and admitted to the area are concentrated in the vicinity of the screening site rather than distributed across the area. Better placement of television viewing screens would prevent the congestion of spectators in close proximity to the screening area and limit impact on the screening flow rate.*
2. *See also Crowd Management section above.*

Magnetometer Screening

As referenced in the Entry Points section of this report, a joint decision was made by USCP and USSS to utilize waistband searches at the purple and blue gates:

This waistband search further increased the flow rate through these magnetometer checkpoints.

It is the opinion of the IRT that the number of magnetometers and USSS/TSA personnel at the orange and yellow checkpoints was more than required. There were and magnetometers at the orange and yellow checkpoints respectively. USSS officers and TSA screeners had no difficulty keeping pace with the pre-screeners, and personnel at these checkpoints were often waiting for guests to be screened.

Recommendations

1. *The IRT makes no recommendation concerning the appropriate level of magnetometer screening for future events, as that decision should be predicated on the existing threat at that time.*

Site Security

Global Fencing

The fencing plan was developed with the concept of concentric rings of security. The five-foot and eight-foot barrier fence (global fence) served as the primary pedestrian barrier between

secure and unsecure areas and was never breached. Bike rack fencing and snow fencing served as pedestrian controls to guide pedestrians inside and outside of the perimeter. The snow fencing was trampled in the silver viewing areas and the bike rack fencing was easily moved by the large crowds.

Recommendations

1. *Fencing plans should be reviewed and de-conflicted by the Crowd Management Subcommittee.*
2. *The IRT makes no recommendation concerning the appropriate level of fencing for future events. This decision should be predicated on the existing threat level at that time.*

Third Street Tunnel

The southbound tube of the Third Street tunnel was open to north and southbound pedestrian traffic. The northbound tube of the Third Street tunnel was reserved for emergency vehicles only. Although it was reserved for emergency vehicles, pedestrians unexpectedly utilized the northbound tube of the Third Street tunnel as a queuing area. Crowds formed a line in the tunnel believing they could access the purple entry gate through Exit 9, the First and C Streets spur. The people who entered this line were in the tunnel for several hours in a line that did not progress. The following were contributing factors:

- Extreme overcrowding in the purple staging area that forced crowds west onto D Street, NW.
- No signs or barricades prohibiting pedestrians from utilizing the northbound tube of the tunnel entrance at Second and D Streets, NW.
- A limited law enforcement presence in the northbound tunnel.

As a result, the Third Street tunnel became a relief valve for the crowd and people filed into the tunnel of their own accord to queue in line in anticipation of entering the purple staging area.

The MPD utilized blocking vehicles to block the south end of the northbound Third Street tunnel at D Street, SE, and at the north ends at New York Avenue, NW and E Street, NW, to vehicular traffic. The plan also called for the District Department of Transportation (DDOT) to supply barrels and barricades to block off the south end of the tunnel. Due to vandalism to their vehicles (slashing of tires), DDOT arrived at the tunnel after 8 a.m. and people had already accessed the tunnel.

No other precautions were taken at the U.S. Capitol northbound exit ramps since pedestrians were not authorized to utilize the tunnel. Signage was posted at the south entrance of the northbound tube which read, "Emergency Vehicles Only." Signage prohibiting pedestrians from entering this tube of the tunnel was not posted.

For the reasons set forth in the Concerns Unique to the Purple Screening Checkpoint section of this report, some guests elected on their own to establish a separate queue going into the northbound tunnel spur that exited at First and C Streets, NW. While no one was directed to utilize this spur, the road sign inside the tunnel clearly indicates that the spur goes to the U.S. Capitol. These guests had hopes of merging with the existing purple access line upon exit from

the spur.

At approximately 5:30 a.m., MPD arrived for duty to monitor the Third Street tunnel. The MPD encountered the mass of people at both Third and D Streets, NW and Second and D Streets, NW waiting to enter the purple ticket area at First Street and Louisiana Avenue, NW. People had already formed a line in the northbound tube of the tunnel facing northbound and then turning east on D Street.

The MPD deployed to the tunnel. Upon the arrival, the tunnel was already full but orderly. People were entering the tube from the north end of the tunnel at D Street, NW and queuing at the back of the purple line which was inside of the tunnel. The attempted to re-direct people away from the tunnel, but their attempts proved ineffective because people had already established themselves in the ad hoc queue. The crowds were orderly, so the departed the northbound tube of the tunnel and established crowd management posts along the D Street corridor. Later in the morning, these members directed people into the northbound tube of the tunnel to ease a dangerous overcrowding situation between First and Second and D Streets, NW.

A review of photographs of the crowd reveals that the only relief valve for those waiting in the crowds was to seek refuge in the tunnel. Because of the structures within the area, the fact that Second Street, NW ends one block north of D Street, NW and the continual depositing of people into the area from the Judiciary Square Metro station, the natural formation of the line in the tunnel was inevitable.

Based on interviews with law enforcement officials assigned to the MACC, USCP Command Centers, etc., personnel at those locations received several telephone calls from frustrated ticketholders concerning the Third Street tunnel. However, these callers never articulated that they were "stuck" in the northbound tunnel. So when the calls were relayed to command center officials, they determined that the tunnel was still open and crowds were flowing, albeit slow. No one considered that the calls were referencing the northbound tunnel since it was supposed to be closed to pedestrians.

The MPD has listened to dispatch recordings from the morning of Inauguration Day. Other than the dispatch referenced above, MPD did not find any evidence that motorcades, emergency vehicles or other law enforcement officials reported that pedestrians were utilizing the northbound tube.

Relative to the crowd flow, both sides of the Third Street tunnel were empty by 11 a.m. At 10:46 a.m., guests suddenly exited the tunnel. This exodus continued until 11 a.m., when the northbound tube was almost completely emptied. The exiting of the tunnel occurred mostly in the left two lanes as the pedestrians exited onto Second and D Streets, NW. The emptying of this tube coincided with the USCP and USSS acknowledgement that they allowed the purple ticketholders to move east and use the yellow entrance checkpoint.

It should be noted that pedestrians continued to flow through the southbound tunnel all morning and although crowded, this southbound tube remained open.

Recommendations

1. *Future planners should consider allowing for pedestrian use of both Third Street tunnel*

tubes for ease of pedestrian north-south movement and as an overflow for crowd management. This could be accomplished with proper signage, police presence in both tubes, real time surveillance camera coverage and definitive separators (bike rack fencing, cones, barrels, barriers, etc.) for authorized vehicle and pedestrian movements.

2. *Coordination between all agencies must be developed with respect to major thoroughfares, such as the Third Street tunnel and their impact on crowd management and traffic flow.*
3. *Consideration should also be given to the use of one tube of the tunnel to stage the parade participants and associated floats, horse trailers, vehicles, etc. This will remove them from surface streets where they impact pedestrian and traffic flow to major points of egress. It will also remove the participants from the elements and remove the need for them to stage at the Ellipse, which meant that the parade crossed over itself. Use of the tunnel would make it easier to bring the buses from the Pentagon over the SE/SW Freeway and into the tunnel for disembarking.*

Third Street Crossover

As noted previously, there were conflicting plans regarding the use of the Third Street crossover. The NSSE map conflicted with the site specific map utilized by the U.S. Capitol Subcommittee. The NSSE map indicated that Third Street would be utilized as a pedestrian crossover and parade route access point, while the U.S. Capitol Subcommittee map indicated it would be closed.

When representatives of the USCP and USSS recognized this discrepancy on January 19, 2009, the USCP and the USSS agreed that the gate should remain closed. The primary concern was the inability to separate silver ticketholders from those who only wanted to view the parade. Unfortunately, the decision to keep the gate closed was not communicated to partner agencies.

Although the U.S. Capitol Subcommittee never intended for this gate to be an access point for silver ticketholders, a joint decision was made on the morning of January 20, 2009, that an accommodation could be made for designated groups of silver ticketholders if they were escorted. Upon request from the MPD to relieve congestion, initial steps were taken to escort a large group of silver ticketholders from Third and C Streets, NW to their viewing area, however, a miscommunication prevented this from occurring.

The crowd that amassed at Third and C Streets, NW, was a combination of silver ticketholders who were not informed of the change of the entry site location, and people who expected to cross Third Street to view the parade. Ultimately, this crowd had to be redirected into the southbound tube of the Third Street tunnel. This caused additional pedestrians into the already crowded D Street corridor and silver ticketholders presenting themselves at the purple and blue gates.

Recommendations

1. *Future planners should examine other options to facilitate crowd management to include the use of walkways, portable bridges and tunnels.*
2. *Law enforcement stakeholders must improve planning, situational awareness, communication and execution in order to maximize crowd flow.*

OTHER ISSUES ADDRESSED BY THE IRT

Executive Steering Committee

As the lead federal agency, the USSS worked collaboratively with all of its partners for the 56th Presidential Inauguration NSSE. On January 20, 2009, events included the parade route, reviewing stand, U.S. Capitol ceremonies and Inaugural balls. Especially critical were the events at the U.S. Capitol. The USSS was respectful of the jurisdiction of the USCP inside the curtilage of the U.S. Capitol, as well as of the role of JCCIC, PIC and all partner agencies. In addition, the USCP recognized the importance of the USSS in spearheading this NSSE.

The IRT noted areas of concern that may not have been de-conflicted effectively or fully at the subcommittee level or more importantly at the Executive Steering Committee level. Security plans, crowd management plans, maps and signage were produced by the respective subcommittees; however, the subcommittees were not required to submit a final plan for approval by the Executive Steering Committee.

Recommendations

1. *It is the opinion of the IRT that each subcommittee should present a formal plan or a final presentation to the Executive Steering Committee. It should be the responsibility of the Executive Steering Committee to review each plan and de-conflict any issues which might affect the plans of other subcommittees. The Executive Steering Committee should approve any plans or maps to be used by any law enforcement agency to eliminate conflicting information.*
2. *To accomplish this, the Executive Steering Committee must be staffed with executives from each represented agency at a level commensurate with this decision making authority. Any conflicts that cannot be resolved should be brought to the attention of the head of the lead federal agency for discussion with other involved agency leaders.*
3. *During the planning process, there were situations where JCCIC communicated to the various planners through the USCP. The IRT recommends that there be direct communication between the governing bodies (JCCIC, PIC and the AFIC) and the Executive Steering Committee.*
4. *As recommended earlier in this report under the Tickets section, the IRT suggests that, for future Presidential Inaugurations, the Executive Steering Committee authorize the creation and management of an Internet-based Inaugural website. While designed to provide the most accurate and updated event information possible, the purpose of this interactive website should be two-fold. First, it can be utilized by the security planners to disseminate information to the public, both in advance of and during the Inauguration. Second, it can provide the general public with a means of posting any issue relevant to the event and reporting any security-related concerns, such as crowd build-ups and suspicious activity. This website should be in addition to any websites being utilized to announce road closures, parade entry points, or ticket information, etc.*

MACC

The USSS has developed the MACC structure over the course of 10 years of experience successfully overseeing NSSEs. The purpose of a MACC is to receive, process and disseminate all communications pertaining to operational security concerns for the entire NSSE. The MACC ensures that real-time information sharing is achieved for all participating public safety agencies and organizations.

Because the 56th Presidential Inauguration NSSE supported multiple events and venues on January 18, 19 and 20, 2009, the MACC became operational on a 24-hour basis beginning on January 18, 2009. The MACC was located at the USSS On January 20, 2009, the MACC supported the U.S. Capitol swearing-in ceremonies, parade route, reviewing stand, National Mall and the Inaugural balls. The MACC officially closed on January 21, 2009, after the Inaugural balls officially concluded.

The NSSE command and control structure is centralized, with each agency retaining its statutorily mandated authority. To coordinate communication, all participating agencies are represented by key command personnel in the MACC. These representatives are instructed to monitor developments within their jurisdictional control or agency and document any event that may impact the Inauguration events. Furthermore, these representatives are instructed to forward this information to the USSS MACC supervisors via incident reporting sheets. Additional coordination occurs at the various interagency command and coordination centers to include the USCP Command Center and MPD JOC.

When the MACC receives accurate and timely information, the MACC structure operates effectively. Individual agency representatives assigned to the MACC were able to coordinate and communicate with other law enforcement agencies and quickly resolve issues brought to their attention.

With respect to issues raised about the Third Street tunnel, several telephone calls from frustrated ticketholders were received in the MACC. However, these callers never articulated that they were "stuck" in the northbound tube of the tunnel. When the calls were relayed to command center officials, they determined that the tunnel (southbound) was still open and crowds were flowing. Because the information was not specific, agency representatives considered that the calls were referencing the southbound tube of the tunnel since it was intended for pedestrian use.

Recommendations

1. *A review should be conducted by the USSS to ensure that the flow of information is timely and accurate. The USSS should ensure that the Incident Reporting Format is adequate to ensure that all incidents are documented, tracked and brought to a satisfactory conclusion.*
2. *During the 56th Presidential Inauguration, the MACC was not situated in the immediate vicinity of the event, nor should it be in the future. Future planners should continue to locate the MACC outside of the immediate area so as not to be adversely affected in the event an emergency situation occurs.*
3. *The IRT noted that on Inauguration Day, many people posted observations and concerns on the Internet in real time. It is recommended that for future Presidential Inaugurations,*

the JIC further monitor Internet-based websites such as Twitter and Facebook, in order to track potential problems as they develop. Subsequently, the JIC can forward relevant information to the MACC for multi-agency distribution.

Emergency Medical Support

The 56th Presidential Inauguration included a robust medical support plan. Within the perimeter and on U.S. Capitol grounds, the OAP retained control and coordination of the medical response. Throughout the city, D.C. Fire and EMS provided primary medical support, which was coordinated through the MACC to the MPD JOC. Primary medical support for the U.S. Capitol grounds was coordinated through the USCP Command Center. The planning included designated routes that were to remain clear to ensure access by emergency response vehicles. If emergency response vehicles deviated from these designated routes, law enforcement personnel would intervene by clearing crowds to facilitate the movement of emergency medical teams.

Recommendations

1. *This plan seemed to have worked well and does not warrant plan revision.*

SUMMARY

On January 20, 2009, an estimated 1.8 million people converged on Washington, D.C., the U.S. Capitol grounds and the National Mall to witness the Inauguration of President Barack Obama. Despite these unprecedented numbers, there was not one major arrest, injury, or incident reported. In the months and weeks leading up to this event, all participating law enforcement and public safety agencies worked tirelessly to keep the nation's capital safe. In this regard, the plan was successful and they should all be extremely proud of their efforts.

Given the roles mandated by the NSSE format, the IRT recognizes the importance of strong collaboration among all federal and local law enforcement partners. As the lead agency, fostering these essential professional relationships must continue to be a cornerstone of the USSS philosophy as it is tasked with NSSEs in the future. It should be noted that all NSSE partners must continue to work together with representatives of JCCIC, PIC and AFIC in order to ensure the highest possible level of success at all future Presidential Inaugurations.

The USSS and the IRT realize how important attending the 56th Presidential Inauguration was to so many people, and recognize the various difficulties many endured in an effort to witness the historic event. This committee regrets that all who traveled to the nation's capital were not able to view the swearing-in ceremonies.

The IRT has attempted to analyze the 56th Presidential Inauguration security plan, identify the deficiencies that caused so many to be denied access and make recommendations for the future. It is the hope that all future security planners will benefit from this report and will be better equipped to handle the many challenges, old and new, that will emerge during the next Presidential Inauguration in 2013.

CERTIFICATION

The IRT certifies that the information contained in this report is an accurate representation of the 2009 Inaugural security plan and its deficiencies with regard to crowd management. The recommendations have been agreed to by all committee members so that identified deficiencies are not repeated in future Inaugural ceremonies.

Inspector
USSS

Assistant Inspector
USSS

Inspector
MPD

Captain
USPP

Captain
USCP

Lieutenant
MPD

Robert R. Howe
Senior Advisor to the House Sergeant at Arms

Joseph C. Haughey
Senior Advisor to the Senate Sergeant at Arms

Approved:

George P. Luczko
Assistant Director
Office of Professional Responsibility
USSS

Mark Sullivan
Director
USSS

METROPOLITAN POLICE DEPARTMENT

Mr. SULLIVAN. I would like to say one thing, because the Metropolitan Police Department isn't here, and I know you have oversight for them. I would like to say they did an extraordinary job. We talked about the Third Street Tunnel. I want to make it clear what went well in this Inauguration was a collective effort, and what didn't go well was a collective effort as well.

I want to make sure that what went wrong with the Third Street Tunnel wasn't only because of the Metropolitan Police Department. It was because of the action or the inaction that all of our agencies took. So Chief Lanier is not here, but I have the utmost regard for her and the department, and I do want to make sure that I said that to you.

Mr. SERRANO. Well, we are not here as adversaries. We are just trying to make sure this never happens again. What happened happened. We have to prepare for it. But when you have a Supreme Court Justice messing up the swearing-in, you know that a lot of things can go wrong.

Chief MORSE. If I could also echo Director Sullivan's remarks, Cathy Lanier was up many a night worrying about this Inauguration. The night before the Inauguration, I spent some time with her, and she was worried about not only the jurisdiction that she was responsible for but also the ones that myself and Director Sullivan were responsible for. We do all take responsibility for the shortcomings that happened here, and we regret that.

The police officers with the Metropolitan Police responded up to the Hill that day to assist us with crowd control, especially in the silver ticketed area. They were very responsive to that. And I think that their actions in the Third Street Tunnel after finding people there at the officer and supervisory level, they did what they thought was right and all good intention. And once they saw that there wasn't any glaring safety issues or anyone that was in trouble, they attempted to make some direction there and then moved on to the E Street corridor to try to help alleviate that. And eventually, we were able to, obviously, unclog the tunnel around 11 o'clock.

So, Chief Lanier is a good friend of ours and a good chief, and her people deserve a lot of credit for that day as well.

Mr. SERRANO. Thank you.

PLANS FOR AN EVALUATION

Mr. PRICE. Thank you.

We are nearing the closing hour here, but Chairman Wasserman Schultz and I think want to make certain that we pursue one very critical matter. Mr. Rodriguez has already broached the subject, and let me just take his question a couple of steps further. It has to do with what the plans were and what the capacity was had a truly disastrous event materialized. So, let me try to frame it this way.

There are a number of things we have heard from your report and also from people we have communicated with about what they observed. The dearth of officers who couldn't be seen in the large crowds, megaphones not effectively communicating, too few direc-

tions, finding signs, all this created some confusion and chaos just with respect to the formation of lines and the entry to the event. But also all of these things also have serious implications for the capacity to handle a disastrous event, should it arise.

What kind of thinking have you done about how you would have responded, how you could have responded to a catastrophic event like a bombing or a manmade or natural event, an explosion of some sort, whatever kind of catastrophic event might have really caused widespread panic and disruption?

Director Sullivan, what was the plan for evacuating people out of the downtown area if there had been a security event. For example, given the problems getting individuals to the Mall, how could we conceive of getting them out of the area in a timely manner?

You have spoken about the east portion of the Capitol as an evacuation area. You might want to expand on that a bit.

Chief, what kind of responsive evacuation plan did you test or rehearse before the event? What kind of scenarios did you envision?

I think we are all in awe of the numbers you were dealing with here and just the sheer scale and scope of this event. So routine crowd management proved to be sometimes beyond our capability. But what about this catastrophic scenario? That is really the question we have to ask, I think.

Mr. SULLIVAN. As I mentioned before, we had an Executive Steering Committee, and 23 working groups or subcommittees. One of the working groups we had was a transportation subcommittee that had 15 agencies, including law enforcement agencies. As part of that, they looked at a mass exodus plan for this type of an event. We had 30 medical stations within these secure areas, as well as a mobile hospital.

If there was some type of a catastrophic event, there was a walk-out plan. We had, I think, 23 jumbotrons that would give direction to people, as well as verbal direction by law enforcement. Depending on where that particular event was, people would be instructed to walk in a direction that would be going away from the threat or from that particular event.

This was one of the big reasons why we did meet with the Governors from Virginia and with Maryland, as well as with Mayor Fenty, to make sure we didn't have so much vehicular traffic. So if we did have to evacuate the city, we wouldn't have all these vehicles trying to leave at the same time. Now, you can well imagine with 1.8 million or 2 million people, we are not going to be able to stop on a dime. But there was a lot of work, and we would be more than happy to give you a classified briefing on that particular plan.

And as a matter of fact, we did table top that plan. We did several table top exercises leading up to the Inauguration, and many of the scenarios we looked at had to do with a catastrophic event.

So I feel comfortable that we did have a plan in place for that. But when I look at the National Mall, for example, 2 hours after the Inauguration was over, law enforcement was able to clear that area. It took 2 hours to clear that out, in a very orderly fashion. But I do want to assure you that there was a plan in place for a mass evacuation and I would be more than happy to go into more depth with you in a classified briefing.

Ms. WASSERMAN SCHULTZ. Just a very brief follow-up to Chairman Price's question. So you think it is realistic to expect, in a crowd that size, 1.8 million to 2 million, in the event there was some type of manmade disaster or terrorist attack, that you had an evacuation plan for both the leadership, the President, the Congress and the crowd that would have been effective?

Mr. SULLIVAN. I believe we had the best plan in place. I can't guarantee you that with 2 million people that everything is going to go according to plan, but I do think that we tried to look at every scenario and do it in the safest way we could.

INCLUDING THE JCIC AS A STEERING COMMITTEE MEMBER

Ms. WASSERMAN SCHULTZ. I don't really feel like this is taboo to say, one of the glaring problems beyond the ones we have identified here and that you have acknowledged is that JCIC bears some responsibility as well. I think much of their planning was wanting and would need to be reevaluated. I am assuming that you worked with them as well, or do they make their own decisions on planning for the future?

Mr. SULLIVAN. I think that is why we believe that they need to be part of the Executive Steering Committee, the same as we do with the DNC and RNC. I also believe that the PIC and AFIC, to be part of the Executive Steering Committee, so we are hand-in-hand.

Ms. WASSERMAN SCHULTZ. And they weren't before, is that right?

Mr. SULLIVAN. For this particular event, they were not part of the Executive Steering Committee. Again, there was contact with them, and we did most of that or all of it through the Capitol Police. I think if we want to improve, they need to be part of the Executive Steering Committee.

Ms. WASSERMAN SCHULTZ. Thank you.

ROLE OF UNITED STATES CAPITOL POLICE

Mr. PRICE. Chief, just to clarify, what was you and your agency's role in the response and evacuation planning? Was that the Secret Service's responsibility mainly, or were you responsible? What kind of responsibility did you have, and did you undertake table top exercises and rehearsals, or were you just part of this coordinated effort?

Chief MORSE. This is a coordinated effort, and as far as the Capitol Hill Subcommittee is concerned, the U.S. Secret Service and the Capitol Police coordinate with each other planning for security and evacuation and consequence management as it relates to any event that occurs. And in fact, we did have a Joint Steering Committee table top exercise on Capitol Hill to address all the possible threats and actions that we would take should they occur.

Mr. PRICE. All right. Well, thanks to both of you.

Do our other members have remaining questions?

Mr. RODRIGUEZ. Let me just once again thank you for the service that you do provide for us. I think the Chairman indicated at the beginning, one of the things that irritated me was the comments that were made initially; it wasn't you two, I think someone from D.C. talked about the fact that everything was okay and there were no problems whatsoever, knowing full well that I was already get-

ting called; people had been out there 7 or 8 hours and had never had a chance to get in. So hopefully we can learn from this experience.

Now, as Americans, and I will just close with this, we are unique in a lot of ways. When you are in another country, most people don't form a line. We form a line to get on the bus, to do everything, and we are very orderly. So thank God everything went okay. Thank you.

Mr. PRICE. Again, thank you. We look forward to working with you. Of course, we have much more to talk about. Both of our Subcommittees will have a great deal more to talk about with you as we look toward the 2010 budget.

I think inevitably here today we focused on an area of shared responsibility and an episode that we need to get some clarity on and some understanding for future purposes. So we appreciate your cooperation in that and on the many matters in which you serve our country. We thank you and look forward to working with you as we formulate our spending plans for 2010.

The Subcommittee is adjourned.

**United States
House of Representatives
Committee on Appropriations**

Hearing before the
House Appropriations
Subcommittee on Homeland Security

United States Secret Service

Questions for the Record

April 2, 2009

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QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

Mark Sullivan, Director, United States Secret Service
 Protecting our Nation's Leaders: Challenges of 2008
 Presidential Campaign and the 56th Presidential Inauguration

USSS Management

Question: Please list all USSS political employees who received bonuses in 2008. Include the position, office, and bonus amount.

ANSWER: The Secret Service does not have any employees who are political appointees under Schedule C.

Question: Please list all USSS SES bonuses provided in 2008 by position, office, and bonus amount.

ANSWER: Please see the following table.

Code	Post of Duty at the End of Calendar 2008	Title	Total of All Cash Awards for Calendar 2008
DIR	Office of the Director	Director	\$ 43,200.00
DEP	Office of the Deputy Director	Deputy Director	\$ 33,763.00
DIR	Office of the Director	Chief of Staff	\$ 33,441.60
VPD	Vice Presidential Protective Division	Special Agent in Charge	\$ 28,082.62
PPD	Presidential Protective Division	Special Agent in Charge	\$ 27,143.55
PPD	Presidential Protective Division	Deputy Special Agent in Charge	\$ 26,125.55
INV	Office of Investigations	Deputy Assistant Director	\$ 24,810.56
OPR	Office of Protective Research	Assistant Director	\$ 24,599.06
DPD	Dignitary Protective Division	Special Agent in Charge	\$ 23,550.66
OPO	Office of Protective Operations	Assistant Director	\$ 23,251.00
OPO	Office of Protective Operations	Deputy Assistant Director	\$ 23,065.55
OPR	Office of Protective Research	Deputy Assistant Director	\$ 23,000.06
INV	Office of Investigations	Deputy Assistant Director	\$ 21,488.56
INV	Office of Investigations	Deputy Assistant Director	\$ 21,488.56
INV	Office of Investigations	Assistant Director	\$ 21,122.00
OPO	Office of Protective Operations	Deputy Assistant Director	\$ 19,915.55
HRT	Office of Human Resources and Training	Assistant Director	\$ 19,506.00
ADM	Office of Administration	Assistant Director	\$ 19,466.00
DAL	Dallas Field Office	Special Agent in Charge	\$ 19,207.00
PHL	Philadelphia Field Office	Special Agent in Charge	\$ 19,146.00
GPA	Office of Government Liaison & Public Affairs	Detailer--DHS Office of Cyber Security and Communications	\$ 18,871.00
HOU	Houston Field Office	Special Agent in Charge	\$ 18,784.00
GPA	Office of Government Liaison & Public Affairs	Assistant Director	\$ 16,882.00

Code	Post of Duty at the End of Calendar 2008	Title	Total of All Cash Awards for Calendar 2008
LEG	Office of the Chief Counsel	Chief Counsel	\$ 16,654.00
GPA	Office of Government Liaison & Public Affairs	Deputy Assistant Director	\$ 16,334.11
LEG	Office of the Chief Counsel	Deputy Chief Counsel	\$ 15,800.00
WFO	Washington Field Office	Special Agent in Charge	\$ 13,976.24
HRT	Office of Human Resources and Training	Deputy Assistant Director	\$ 13,976.24
CHI	Chicago Field Office	Special Agent in Charge	\$ 13,976.24
ROM	Rome Field Office	Special Agent in Charge	\$ 13,856.64
NYC	New York Field Office	Special Agent in Charge	\$ 12,538.00
MIA	Miami Field Office	Special Agent in Charge	\$ 12,167.00
TSD	Technical Security Division	Special Agent in Charge	\$ 11,578.79
SOD	Special Operations Division	Special Agent in Charge	\$ 10,813.67
OPR	Office of Protective Research	Deputy Assistant Director	\$ 10,482.18
OPR	Office of Protective Research	Chief Information Officer	\$ 10,482.18
GPA	Office of Government Liaison & Public Affairs	Detail--DHS Office of Operations Coordination and Planning	\$ 10,048.57
VPD	Vice Presidential Protective Division	Deputy Special Agent in Charge	\$ 9,283.45
HNL	Honolulu Field Office	Special Agent in Charge	\$ 6,988.12
ADM	Office of Administration	Chief Financial Officer	\$ 6,988.12
SFO	San Francisco Field Office	Special Agent in Charge	\$ 6,988.12
HRT	Office of Human Resources and Training	Deputy Assistant Director	\$ 6,988.12
DIR	Office of the Director	Chief Management Officer	\$ 6,289.31
CID	Criminal Investigative Division	Special Agent in Charge	\$ 4,791.23
PID	Protective Intelligence & Assessment Division	Special Agent in Charge	\$ 4,192.88
ADM	Office of Administration	Deputy Assistant Director	\$ 1,855.97
RES	Office of Professional Responsibility	Assistant Director	\$ 0
LAX	Retired	Special Agent in Charge	\$ 0
GPA	Retired	Assistant Director	\$ 0

Question: For all USSS employees, please list by office and pay grade level the number of non-SES employees who received a bonus or quality step increase (qsi) in 2008, the total bonus/qsi expenditures for the particular office and pay grade, and the total number of employees in the office and pay grade.

ANSWER: Please see the table on the following pages.

Total of Cash Awards & Recruitment / Retention / Relocation Bonuses for Employees in Calendar 2008 by Grade:																		
Code	Office or Division	Total of Cash Awards & Recruitment / Retention / Relocation Bonuses for Calendar Year 2008	# of GL, GM & GS Employees at End of Calendar 2008	GS-01	GS-02	GS-03	GS-04	GL-05 & GS-05	GS-06	GL-07 & GS-07	GL-08 & GS-08	GL-09 & GS-09	GL-10 & GS-10	GS-11	GS-12	GM-13 & GS-13	GM-14 & GS-14	GM-15 & GS-15
DIR / DEP	Offices of the DIR & DEP	\$107,700	14	\$0	\$0	\$1,224	\$0	\$0	\$0	\$2,295	\$0	\$0	\$0	\$0	\$3,826	\$63,441	\$16,450	\$20,464
LEG	Office of the Chief Counsel	\$88,796	22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,372	\$5,533	\$11,178	\$26,210	\$43,503
AD-ADM	All ADM Offices	\$317,345	175	\$383	\$0	\$0	\$1,679	\$306	\$0	\$10,291	\$0	\$8,784	\$0	\$23,642	\$43,909	\$67,158	\$88,894	\$72,299
AD-GPA	All GPA Offices	\$155,735	65	\$0	\$0	\$0	\$0	\$1,051	\$1,148	\$0	\$0	\$536	\$0	\$8,263	\$7,446	\$33,384	\$60,625	\$42,382
AD-HRT	All HRT Offices	\$353,378	373	\$0	\$306	\$0	\$727	\$995	\$1,760	\$5,347	\$8,503	\$9,181	\$0	\$22,826	\$24,807	\$114,223	\$92,238	\$72,265
AD-RES	All RES Offices	\$115,318	66	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530	\$0	\$2,066	\$0	\$2,601	\$5,949	\$11,956	\$45,240	\$45,976
AD-INV	All INV Offices	\$2,842,888	3,091	\$0	\$612	\$1,320	\$8,304	\$13,607	\$5,906	\$51,043	\$113,530	\$137,461	\$56,382	\$155,236	\$154,986	\$1,171,869	\$604,342	\$368,290
AD-OPD	All OPD Offices	\$1,159,913	1,033	\$0	\$0	\$230	\$1,148	\$0	\$2,189	\$10,739	\$21,852	\$51,704	\$15,336	\$65,357	\$64,596	\$490,939	\$280,138	\$155,685
AD-OPR	All OPR Offices	\$520,037	511	\$0	\$0	\$306	\$1,123	\$3,022	\$0	\$6,203	\$1,607	\$6,617	\$0	\$16,867	\$22,246	\$240,778	\$125,462	\$95,806

		# of Employees Who Received a Bonus in Calendar 2008 by Grade:														
Code	Office or Division	GS-01	GS-02	GS-03	GS-04	GL-05 & GS-05	GS-06	GL-07 & GS-07	GL-08 & GS-08	GL-09 & GS-09	GL-10 & GS-10	GS-11	GS-12	GM-13 & GS-13	GM-14 & GS-14	GM-15 & GS-15
DIR / DEP	Offices of the DIR & DEP	0 of 0	0 of 0	1 of 1	0 of 0	0 of 0	0 of 0	1 of 1	0 of 0	0 of 0	0 of 0	0 of 0	1 of 1	6 of 6	3 of 3	2 of 2
LEG	Office of the Chief Counsel	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	1 of 1	3 of 3	5 of 5	5 of 5	8 of 8
AD-ADM	All ADM Offices	1 of 1	0 of 0	0 of 0	3 of 5	2 of 4	0 of 4	11 of 13	0 of 0	8 of 9	0 of 0	18 of 19	35 of 42	32 of 34	28 of 31	13 of 13
AD-GPA	All GPA Offices	0 of 0	0 of 0	0 of 0	0 of 2	2 of 2	1 of 1	0 of 0	0 of 0	1 of 1	0 of 0	4 of 4	4 of 7	14 of 14	26 of 26	8 of 8
AD-HRT	All HRT Offices	0 of 3	1 of 1	0 of 2	3 of 8	3 of 7	4 of 7	8 of 10	11 of 13	14 of 19	0 of 0	19 of 30	31 of 73	85 of 124	51 of 59	16 of 17
AD-INS	All RES Offices	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	0 of 0	1 of 1	0 of 0	3 of 4	0 of 0	3 of 3	7 of 8	11 of 13	20 of 21	16 of 16

Question: Please provide for the record a table that shows all funds expended by USSS political employees for travel in 2008. Include name of individual traveling, purpose of travel, location(s) visited, and total cost.

ANSWER: The Secret Service does not have any employees who are political appointees under Schedule C, and therefore expended no funds on travel for such employees in 2008.

Question: Please list the number, by office and pay grade level, of all USSS employees hired non-competitively in fiscal year 2008.

ANSWER: The Secret Service does not have any employees who are political appointees under Schedule C, which are considered non-competitive hires.

The Secret Service has been given limited Direct-Hire Authority (DHA) for the hiring of information technology specialists. DHA expedites hiring by eliminating competitive rating and ranking, veterans' preference, and "rule of three" procedures, so after public notice is given, any qualified applicant can be hired without regard to 5 U.S.C. 3309-3318, 5 CFR part 211, or 5 CFR part 337, subpart A. However, the Secret Service has not used DHA to fill a vacancy during fiscal year 2008.

The Secret Service is an excepted service agency, which means that we have been given the authority to use our own hiring system, with unique evaluation criteria, for use in filling special agent, Uniformed Division officer, and certain other vacancies. These positions are filled through a competitive process, but one that is different than the standard competitive civil service procedures. All vacancies not filled under our excepted service authorities are filled through standard competitive civil service procedures.

USSS Contracts

Question: Update and submit, through the most recent month available, the list provided in last year's hearing record (2009, Part 2, pages 246-247) regarding Sole Source Contracts. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: Please see the following table.

FISCAL YEAR 2007 SOLE SOURCE CONTRACT AWARDS*						
Vendor	Services /Supplies	Obligated Amount	Total Contract Value With Options or Option Years	Contract Start Date	Contract End Date	Justification for Other Than Full and Open Competition
Smiths Detection Inc.	Detection Equipment Warranty Service	\$182,556	\$400,412	10/1/2007	9/30/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
MITRE Corp.	Technical Assistance	\$1,079,999	\$4,586,179	10/1/2007	9/30/2011	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.

FISCAL YEAR 2007 SOLE SOURCE CONTRACT AWARDS*						
Clark Security Service and Services	Maintenance of Surveillance Vehicles	\$38,650	\$242,050	01/20/2008	09/30/2012	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Washington Metro Area Transit Authority	Public Transportation Incentive Program	\$1,350,000	\$1,350,000	11/01/2007	9/30/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Reuters America, Inc.	Subscription and Communication Services	\$60,216	\$319,356	10/01/2007	09/30/2012	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
EMC Corp.	IT Support Services	\$76,920	\$307,680	12/18/2007	09/30/2008	Authority: 41 U.S.C. 253 (c)(2) - Unusual and compelling urgency.
Jack I. Bender & Associates	Site Support and Cleaning Services in Leased Space	\$192,293	\$192,293	10/01/2007	09/30/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
M C B Lighting & Electrical Inc.	Electrical Services	\$105,159	\$131,059	06/17/2008	09/30/2009	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute.
Guidance Software	ADP Software	\$351,900	\$351,900	03/25/2008	05/25/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Wetstone Technologies Inc.	ADP Support Equipment	\$275,250	\$275,250	03/18/2008	04/30/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Intech LLC	Communication Security Equipment	\$171,638	\$171,638	06/03/2008	09/01/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Cellebrite USA Corp.	Communication Security Equipment	\$116,368	\$116,368	08/21/2008	09/02/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Test Equipment Remarketers Inc.	Security Equipment/ Installations	\$527,602	\$527,602	09/11/2008	09/10/2009	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute [8(a) Program].

FISCAL YEAR 2007 SOLE SOURCE CONTRACT AWARDS*						
Economic Development Corp.	Building Services	\$174,304	\$174,601	08/01/2008	10/31/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Metropolitan Enterprises, Inc.	Air Conditioning Equipment	\$162,359	\$162,359	08/08/2008	09/10/2008	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute [8(a) Program].
Denver, City & County Of	Support Services for NSSE	\$135,000	\$135,000	08/24/2008	08/29/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Twisted Pair Solutions, Inc.	ADP Software	\$450,000	\$450,000	09/28/2008	04/30/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
National Academy of Sciences	Intelligence Studies	\$300,000	\$300,000	09/08/2008	09/07/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
PVP Advanced EO Systems, Inc.	Equipment	\$578,600	\$578,600	09/16/2008	01/30/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
BAE Systems Survivability Systems LLC	Vehicles	\$150,210	\$150,210	09/25/2008	02/28/2009	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
DynamicResearch Technologies, LLC	Ammunition	\$258,600	\$258,600	09/25/2008	12/31/2008	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Test Equipment Remarketers Inc.	Security Equipment/ Installations	\$187,427	\$187,427	09/30/2008	09/29/2009	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute [8(a) Program].
Test Equipment Remarketers Inc.	Security Equipment/ Installations	\$363,793	\$363,793	09/28/2008	09/30/2009	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute [8(a) Program].
Test Equipment Remarketers Inc.	Security Equipment/ Installations	\$290,406	\$290,406	09/30/2008	09/29/2009	Authority: 41 U.S.C. 253(c)(5): Authorized or required by statute [8(a) Program].

FISCAL YEAR 2007 SOLE SOURCE CONTRACT AWARDS*						
Trident Systems	Equipment Maintenance	\$430,350	\$2,342,995	09/29/2008	09/28/2013	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.
Trident Systems	System Installation	\$3,699,718	\$3,699,718	09/30/2008	09/29/2010	Authority: 41 U.S.C. 253 (c)(1) - Only one responsible source and no other supplies or services will satisfy agency requirement.

*Listing does not include contracts which are classified or law enforcement sensitive.

Question: Please provide for the record a list of all contracts over \$1 million in total value executed by USSS in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firm fixed price, etc.).

ANSWER: Please see the following table.

FISCAL YEAR 2008 CONTRACT AWARDS EXCEEDING \$1 MILLION IN TOTAL VALUE						
Vendor	Services/Supplies	Obligated Amount	Total Contract Value With Options or Option Years	Contract Start Date	Contract End Date	Contract Type
Leapfrog Solutions	Recruitment Advertising	\$400,000	\$2,200,000	07/22/2008	09/30/2012	Fixed Price
EMW	Computer Facilities Management Services	\$2,828,595	\$40,000,000	03/11/2008	09/30/2012	Fixed Price
Washington Metro Area Transit Authority	Public Transportation Incentive Program	\$1,350,000	\$1,350,000	11/01/2007	09/30/2008	Fixed Price
MITRE Corp.	Technical Assistance	\$1,079,999	\$4,586,179	10/01/2007	09/30/2011	Fixed Price
American Systems	Support Services	\$894,086	\$4,723,715	10/01/2007	09/30/2011	Fixed Price
Trident Systems	Equipment Maintenance	\$430,350	\$2,342,995	09/29/2008	09/28/2013	Hybrid (Fixed Price/T&M)
Trident Systems	System Installation	\$3,699,718	\$3,699,718	09/30/2008	09/29/2010	Fixed Price

*Listing does not include contracts which are classified or law enforcement sensitive.

Question: Please provide for the record a list of all USSS contracts, grants and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER: Please see the following table.

USSS Contracts, Grants and Other Transactions Where Work Is Performed Outside the U.S. in 2008

USSS Contracts, Grants and Other Transactions Where Work Is Performed Outside the U.S. in 2008							
Vendor	Services/Supplies	Obligated Amount	Total Contract Value With Options or Option Years	OT Start Date	OT End Date	Contract Type	Performed Outside U.S.?
Innovmetric Software Inc.	Software Licenses	\$8,174	\$8,544	10/1/2008	9/30/2009	Fixed Price	Place of Performance: Canada

*Listing does not include contracts which are classified or law enforcement sensitive.

USSS Facilities and Leases

Question: Please submit for the record, for fiscal year 2010, a chart that shows all USSS leases and facility occupancy. Organize information by facility address and include: the usable square footage occupied or under lease, the estimated 2010 rental payment for the space, and any other relevant information about the property.

ANSWER:

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
ABQ ABQ ABQ	NM0076625	Office	COMPASS BANK BLDG 505 MARQUETTE AVENUE NW ALBUQUERQUE, NM 87102-3157	6,953	* See "NOTE \$102,346.79
ABQ ABQ ABQ	NM0089502	Antenna Site	D CHAVEZ FEDERAL BLDG 500 GOLD AVENUE SW ALBUQUERQUE, NM 87102-3118	0	\$1,477.11
ABY ABY ABY	GA0086904	Office	ALBANY MAIN OFFICE 410 WEST BROAD AVE ALBANY, GA 31701-2571	4,731	\$98,408.56
AKR AKR AKR	OH0073350	Office	GRANT WASHINGTON BLG 441 WOLF LEDGES PARKWAY AKRON, OH 44311-1030	3,724	\$60,767.49
ALB ALB	NY0089420	Office	39 NORTH PEARL STREET ALBANY, NY 12207-2785	2,760	\$71,804.19
ANC ANC ANC	AK0013054	Office	FEDERAL BLDG USCT 222 W 7TH AVE ANCHORAGE, AK 99513-7500	2,857	\$71,935.15
ANC ANC ANC	AK0085275	Storage	TUNDRA TYKES BUILDING 750 D STREEET ANCHORAGE, AK 99501-3524	22	\$1,138.38

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
AOD AOD AOD	DC0059182	Antenna Site	1800 G STREET N W 1800 G ST NW WASHINGTON, DC 20006-4403	0	\$23,181.34
AODH AODH AODH	MD0064978	Warehouse	9246 - 9250 HAMPTON OVERLOOK 9246 - 9250 HAMPTON OVERLOOK CAPITOL HEIGHTS, MD 20743-3850	21,277	\$184,695.45
AODV AODV AODV	DC0083210	Warehouse	3030 V STREET NE 3030 V STREET NE WASHINGTON, DC 20018-1521	9,950	\$489,898.11
AODV2 AODV2 AODV2	DC0088663	Warehouse	3030 - 3070 V STREET 3030 - 3070 V STREET WASHINGTON, DC 20018-1521	100,000	\$368,732.08
ATC ATC	NJ0000414	Office	6601 VENTNOR AVENUE VENTNOR CITY, NJ 08406-2167	3,719	\$73,443.89
ATL ATL ATL	GA0068388	Office	PEACHTREE SUMMIT FB 401 W PEACHTREE ST ATLANTA, GA 30308-3510	42,771	\$853,749.76
AUS AUS AUS	TX0007180	Office	JJ PICKLE FEDERAL BLDG 300 E 8TH STREET AUSTIN, TX 78701-3233	7,465	\$173,164.90
BAL BAL BAL	MD0066784	Office	BANK OF AMERICA NA 100 S CHARLES ST BALTIMORE, MD 21201-2725	21,622	\$658,215.19
BHM BHM BHM	AL0008675	Office	DANIEL BUILDING 15 SOUTH 20TH STREET BIRMINGHAM, AL 35233-2000	7,492	\$140,291.28
BIL BIL BIL	MT0071034	Office	FIRST INTERSTATE CENTER 401 NORTH 31ST STREET BILLINGS, MT 59101-1211	3,450	\$57,257.25
BOI BOI BOI	ID0013245	Office	JAMES A MCCLURE FED BLDG/CTHSE 550 WEST FORT ST BOISE, ID 83724-0101	2,231	\$33,543.72
BOS BOS BOS	MA0004101	Office	THOMAS P O'NEILL JR FB 10 CAUSEWAY STREET BOSTON, MA 02222-1047	185	\$5,340.26

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
BOS BOS BOS	MA0074519	Office	THOMAS P O'NEILL JR FB 10 CAUSEWAY STREET BOSTON, MA 02222-1047	24,559	\$904,350.71
BOS1 BOS1 BOS1	MA0087150	Storage	THE TAD BUILDING 45-47 SPRUCE STREET CHELSEA, MA 02150-2345	4,000	\$100,989.71
BPD BPD	ME0064647	Prot Site	CLEMENT HUFF ROAD KENNEBUNKPORT, ME 04046-6711	5,000	\$20,283.67
BPD BPD BPD	TX0008268	Prot. Site	PARK LAUREATE BLDG 10000 MEMORIAL DR HOUSTON, TX 77024-3422	3,330	\$94,737.57
BRL BRL BRL	LA0090159	Office	CITIPLACE CENTRE 2600 CITIPLACE DRIVE BATON ROUGE, LA 70808-2711	4,715	\$134,076.41
BUF BUF BUF	NY0005710	Office	CITY CENTRE 610 MAIN STREET BUFFALO, NY 14202-1900	5,520	\$157,402.25
BUR BUR	VT0067734	Office	95 ST PAUL STREET BURLINGTON, VT 05401-4428	2,279	\$73,336.11
CHA CHA CHA	TN0082947	Office	JOEL W SOLOMON FBCT 10TH ST & GEORGIA AVE CHATTANOOGA, TN 37403-0000	3,564	\$34,917.27
CHE CHE CHE	WY0067889	Antenna Site	JOSEPH C O'MAHONEY FED CENTER 2120 CAPITOL AVE CHEYENNE, WY 82001-3633	0	\$1,473.21
CHI CHI CHI	IL0064420	Office	CONGRESS CENTER 525 WEST VAN BUREN CHICAGO, IL 60607-3823	76,200	\$3,742,570.26
CHN CHN CHN	SC0056404	Office	NATIONSBANK BLDG 5900 CORE AVENUE NORTH CHARLESTON, SC 29406-6056	3,183	\$57,672.35
CHS CHS CHS	WV0089199	Office	BB&T SQUARE 300 SUMMERS STREET CHARLESTON, WV 25301-1624	3,924	\$69,359.86

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
CIN CIN CIN	OH0082634	Office	JOHN WELD PECK 550 MAIN ST CINCINNATI, OH 45202-3222	10,477	\$174,332.53
CLB CLB CLB	OH0084827	Office	THE 500 BUILDING 500 SOUTH FRONT STREET COLUMBUS, OH 43215-7619	5,042	\$117,720.46
CLE CLE CLE	OH0077749	Office	CORPORATE PLAZA ONE 6450 ROCKSIDE WOODS BOULEVARD INDEPENDENCE, OH 44131-2238	15,630	\$409,598.72
CLE CLE CLE	OH0075260	Ant Site	A J CELEBREZZE FB 1240 E NINTH STREET CLEVELAND, OH 44199-2001	0	\$2,954.21
CLT CLT CLT	NC0070712	Office	ONE FAIRVIEW CENTER 6302 FAIRVIEW RD CHARLOTTE, NC 28210-2226	17,503	\$481,599.19
CPD CPD CPD	GA0066378	Prot Site	GNANN HOUSE 1 WOODLAND DR. PLAINS, GA 31780-0000	4,418	\$70,930.56
CPD CPD CPD	GA0078338	Prot Site	CARTER PRES CTR 1 COPENHILL ATLANTA, GA 30307-1400	612	\$8,245.62
CSC CSC CSC	SC0071745	Office	WESTPARK CENTER BUILDING 107 WESTPARK BLVD COLUMBIA, SC 29210-3871	11,968	\$219,549.03
CSC CSC CSC	SC0088635	Ant Site	STROM THURMOND FB 1835 ASSEMBLY STREET COLUMBIA, SC 29201-2430	0	\$1,477.11
DAL DAL DAL	TX0066942	Office	CALTEX HOUSE 125 E CARPENTER FRWY IRVING, TX 75062-2709	45,774	\$1,083,216.60
DAY DAY DAY	OH0077029	Office	FED BLDG & US CTHSE 200 W 2ND ST DAYTON, OH 45402-1443	3,584	\$63,821.14
DEN DEN	CO0086019	Office	TERRACE TOWER 5619 DTC PKWY	13,557	\$299,469.28

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
DEN			GREENWOOD VILLAGE, CO 80111-3013		
DET	MI0076453	Office	P V MCNAMARA F B	29,398	\$686,742.20
DET			477 MICHIGAN AVE		
DET			DETROIT, MI 48226-2523		
DSM	IA0081127	Office	NEAL SMITH FEDERAL BUILDING	4,157	\$56,473.74
DSM			210 WALNUT ST		
DSM			DES MOINES, IA 50309-2115		
ELP	TX0008088	Office	MESA ONE BUILDING	4,045	\$74,779.20
ELP			4849 NORTH MESA		
ELP			EL PASO, TX 79912-5916		
EOB	DC0018323	Office	DWIGHT D EISENHOWER EXECUTIVE	45,712	\$1,278,633.86
EOB			17TH AND PA AVE NW		
EOB			WASHINGTON, DC 20506-0001		
FAR	ND0077767	Office	FB-PO	324	\$4,407.49
FAR			657 2ND AVE N		
FAR			FARGO, ND 58102-4727		
FPD	CA0002743	Storage	40365 SAND DUNE RD	5,990	\$108,952.28
FPD			RANCHO MIRAGE, CA 92270-3551		
FRE	CA0086319	Office	FIG GARDEN FIN CTR	2,684	\$85,739.42
FRE			5200 NORTH PALM STREET		
FRE			FRESNO, CA 93704-2287		
FTL	FL0077753	Office	SOUTH TRUST TOWER	1,281	\$45,037.87
FTL			ONE EAST BROWARD BLVD		
FTL			FT LAUDERDALE, FL 33301-1804		
FTM	FL0055279	Office	BARNETT CENTRE	1,698	\$40,383.84
FTM			2000 MAIN STREET		
FTM			FT MYERS, FL 33901-3062		
GRN	NC0088862	Office	ALAMANCE OFFICE BUILDING	3,663	\$62,889.45
GRN			4905 KOGER BOULEVARD		
GRN			GREENSBORO, NC 27407-2734		
GRR	MI0015803	Office	THE LAW BUILDING	3,928	\$135,109.49
GRR			330 IONIA AVENUE N W		
GRR			GRAND RAPIDS, MI 49503-2549		
GSC	SC0059732	Office	LANDMARK BUILDING	4,106	\$66,641.14
GSC			301 NORTH MAIN STREET		

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
GSC			GREENVILLE, SC 29601-2171		
GUA	GU0075764	Office	U S DISTRICT COURT BUILDING	2,064	\$103,747.85
GUA			520 WEST SOLEDAD AVE		
GUA			AGANA, GU 96910-4916		
HAM	MD0074232	Warehouse	THE HAMPTONS	9,950	\$87,280.00
HAM			9240 HAMPTON OVERLOOK		
HAM			CAPITOL HEIGHTS, MD 20743-3850		
HAR	PA0082282	Office	MARKET SQUARE PLAZA	3,673	\$99,400.27
HAR			17 N 2ND STREET		
HAR			HARRISBURG, PA 17101-1638		
HDQ	DC0081164	Office	US SECRET SERV HDQTR	399,829	\$18,560,851.72
HDQ			950 H ST NW		
HDQ			WASHINGTON, DC 20223-0005		
HNL	HI0003543	Office	PRINCE J KUHIO FOB & CTHS	10,791	\$281,736.43
HNL			300 ALA MOANA BLVD		
HNL			HONOLULU, HI 96850-0001		
HNL	HI0089087	Lt Ind	PRINCE J. KUHIO FOB & CTHS	249	\$5,892.83
HNL			300 ALA MOANA BLVD		
HNL			HONOLULU, HI 96850-0001		
HOU	TX0086780	Office	FRB OF DALLAS/HOUSTON BRANCH	38,761	\$943,195.37
HOU			1801 ALLEN PARKWAY		
HOU			HOUSTON, TX 77019-2504		
IND	IN0015175	Office	MINTON-CAPEHART F/B	7,849	\$133,487.34
IND			575 N PENNSYLVANIA		
IND			INDIANAPOLIS, IN 46204-1563		
JAN	MS0082951	Office	DR A H MCCOY FB	6,182	\$96,515.82
JAN			100 W CAPITOL		
JAN			JACKSON, MS 39269-1602		
JAX	FL0062370	Office	CONCOURSE III	17,512	\$411,542.16
JAX			5200 BELFORT ROAD		
JAX			JACKSONVILLE, FL 32256-6039		
JFK	NY0081197	Office	230-59 INTN'L AIRPORT CENTER	5,110	\$202,951.84
JFK			NEW YORK-QUEENS, NY 11413-4104		
KCM	MO0061501	Office	PALACE BUILDING	11,888	\$202,145.58
KCM			1150 GRAND		

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
KCM			KANSAS CITY, MO 64106-2311		
KNX KNX KNX	TN0070803	Office	JOHN J DUNCAN FB 710 LOCUST STREET KNOXVILLE, TN 37902-2540	2,030	\$31,175.32
LAS LAS		Office	600 Las Vegas Blvd Las Vegas, NV	16469	\$763,550.20
LAX LAX LAX	CA0066692	Office	ERNST YOUNG PLAZA 725 S FIGUEROA STREET LOS ANGELES, CA 90017-5524	94,145	\$3,084,098.35
LAX LAX LAX	CA0083191	Storage	600 WORLDWAY (LAX) 600 WORLDWAY LOS ANGELES, CA 90045-5860	372	\$13,095.83
LEX LEX LEX	KY0057126	Office	BEAUMONT OFFICE PLAZA 3141 BEAUMONT CENTRE CIRCLE LEXINGTON, KY 40513-1934	3,267	\$60,405.47
LIT LIT LIT	AR0078237	Office	STEPHENS BLDG 111 CENTER STREET LITTLE ROCK, AR 72201-4401	7,418	\$118,990.23
LOU LOU LOU	KY0070973	Office	ROMANO MAZZOLI FB 600 M L KING JR PLAC LOUISVILLE, KY 40202-2239	5,787	\$88,077.92
LUB LUB LUB	TX0088607	Office	GH MAHON FED BLDG/COURTHOUSE 1205 TEXAS LUBBOCK, TX 79401-4037	3,764	\$50,465.01
MAD MAD MAD	WI0065103	Office	CITY STATION 660 W WASHINGTON AVE MADISON, WI 53703-4703	2,931	\$78,672.80
MCA MCA MCA	TX0089960	Office	LAUREL PARK PLAZA 1100 E. LAUREL AVE. MCALLEN, TX 78501-4377	3,885	\$64,072.67
MCH MCH MCH	NH0055608	Office	NEW HAMPSHIRE TOWER 1750 ELM STREET MANCHESTER, NH 03104-2907	2,684	\$52,393.29
MEL MEL	NY0074320	Office	GREENWAY PLAZA OFFICE PARK 145 PINELAWN ROAD	7,262	\$238,069.94

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
MEL			MELVILLE, NY 11747-7103		
MEM	TN0011540	Office	5350 POPLAR AVENUE BUILDING	5,727	\$99,921.85
MEM			MEMPHIS, TN 38119-3699		
MIA	FL0069291	Office	GRAN PARK BUILDING	78,634	\$2,413,539.64
MIA			10350 NW 112TH AVENUE		
MIA			MIAMI, FL 33178-1054		
MIL	WI0072989	Office	FED BLDG & US CTHSE	5,721	\$85,964.08
MIL			517 E WISCONSIN AVE		
MIL			MILWAUKEE, WI 53202-4500		
MOB	AL0061882	Office	PARKVIEW OFFICE BLDG	4,025	\$67,605.23
MOB			182 ST FRANCIS STREET		
MOB			MOBILE, AL 36602-3529		
MON	AL0089364	Office	COLONIAL FINANCIAL	3,960	\$96,990.82
MON			1 COMMERCE STREET		
MON			MONTGOMERY, AL 36104-3510		
MSP	MN0080898	Office	U S COURTHOUSE	13,887	\$275,936.00
MSP			300 S 4TH ST		
MSP			MINNEAPOLIS, MN 55415-1320		
NEO	LA0086491	Office	LAKEWAY ONE	10,794	\$345,171.28
NEO			3900 N CAUSEWAY BLVD		
NEO			METAIRIE, LA 70002-1746		
NEOB	DC0083901	Office	NEW EXECUTIVE OFFICE	10,513	\$294,054.16
NEOB			725 17TH STREET NW		
NEOB			WASHINGTON, DC 20506-0001		
NHV	CT0089256	Office	265 CHURCH STREET	5,385	\$199,626.29
NHV			NEW HAVEN, CT 06510-7013		
NOR	VA0073603	Office	FEDERAL BUILDING	7,808	\$127,522.48
NOR			200 GRANBY STREET		
NOR			NORFOLK, VA 23510-1811		
NSH	TN0086386	Office	FREEDOM CENTER BUILDING	8,959	\$206,624.89
NSH			223 8TH AVENUE NORTH		
NSH			NASHVILLE, TN 37203-3513		
NWK	NJ0071976	Office	HEADQUARTERS PLAZA EAST TOWER	26,274	\$724,032.31
NWK			ONE SPEEDWELL AVENUE		
NWK			MORRISTOWN, NJ 07960-6838		

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
NYCK NYCK NYCK	NY0068259	Office	RENAISSANCE PLAZA 335 ADAMS STREET NEW YORK-KINGS, NY 11201-3724	92,210	\$5,975,813.18
NYCK NYCK NYCK	NY0064493	Office	RENAISSANCE PLAZA 335 ADAMS STREET NEW YORK-KINGS, NY 11201-3724	320	\$12,201.83
OKC OKC OKC	OK0006790	Office	LAKEPOINTE TOWERS W 4013 NW EXPRESSWAY OKLAHOMA CITY, OK 73116-2610	5,362	\$130,070.15
OMA OMA OMA	NE0056988	Office	EMERALD POINTE 2707 N 108TH STREET OMAHA, NE 68164-3703	5,434	\$150,344.18
ORL ORL ORL	FL0089996	Office	BANK OF AMERICA BUILDING 390 N. ORANGE AVE ORLANDO, FL 32801-1640	12,341	\$363,578.67
OVE OVE OVE	MO0062816	Office	FRC BLDG 100 9700 PAGE BLVD OVERLAND, MO 63132-1547	502	\$7,038.57
PHL PHL PHL	PA0064469	Office	WM J GREEN JR FB 600 ARCH STREET PHILADELPHIA, PA 19106-1611	34,732	\$779,640.54
PHX PHX PHX	AZ0054626	Office	GREAT AMERICAN TWR 3200 N CENTRAL AVENUE PHOENIX, AZ 85012-2425	9,620	\$203,900.11
PIT PIT PIT	PA0080855	Office	TWO CHATHAM CENTER 112 WASHINGTON PLACE PITTSBURGH, PA 15219-3458	9,882	\$429,935.79
PME PME PME	ME0053960	Office	OFFICE TOWER B 100 MIDDLE STREET PORTLAND, ME 04101-4100	2,384	\$51,036.20
POR POR POR	OR0061987	Storage	ROBERT DUNCAN PLAZA 333 SW FIRST AVE PORTLAND, OR 97204-3440	17	\$898.11
POR POR	OR0061988	Storage	911 FEDERAL BLDG 911 NE 11TH AVE	19	\$862.69

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
POR			PORTLAND, OR 97232-4128		
POR	OR0088327	Office	FOX TOWER	4,775	\$146,979.96
POR			805 SW BROADWAY		
POR			PORTLAND, OR 97205-0000		
PRV	RI0089207	Office	380 WESTMINSTER MALL	5,269	\$127,437.12
PRV			PROVIDENCE, RI 02903-3246		
RAL	NC0062384	Office	4700 FALLS BUILDING	7,459	\$153,152.80
RAL			4700 FALLS OF NEUSE ROAD		
RAL			RALEIGH, NC 27609-6200		
RDS	DC0054185	Office	RDS/VMF GUARDHOUSE	716	\$7,943.40
RDS			2701 S. CAPITOL STREET		
RDS			WASHINGTON, DC 20002-1016		
REN	NV0003791	Office	100 W LIBERTY	2,038	\$48,424.62
REN			100 W LIBERTY		
REN			RENO, NV 89501-1962		
RIC	VA0001286	Office	600 MAIN STREET CTR	7,909	\$150,060.59
RIC			600 EAST MAIN STREET		
RIC			RICHMOND, VA 23219-2416		
RIV	CA0088583	Storage	RIVERSIDE METRO CENTER	8,374	\$269,277.22
RIV			3801 UNIVERSITY AVENUE		
RIV			RIVERSIDE, CA 92501-3247		
ROC	NY0068042	Office	ONE HSBC PLAZA	3,800	\$155,101.01
ROC			100 CHESTNUT STREET		
ROC			ROCHESTER, NY 14604-2419		
ROA	VA0088925	Office	105 Franklyn Rd	2058	\$33,992.07
ROA			Roanoke, VA		
RPD	CA0062704	Prot. Site	EQUITY OFFICE PROPERTIES TRUST	1,987	\$109,032.87
RPD			10880 WILSHIRE BOULEVARD		
RPD			LOS ANGELES, CA 90024-4101		
SAC	CA0054328	Office	ROBERT T MATSUI US COURTHOUSE	5,512	\$183,429.80
SAC			501 I STREET		
SAC			SACRAMENTO, CA 95814-7300		
SAG	MI0073989	Office	TOWNE CENTER DEVELOPEMENT	4,578	\$108,794.23
SAG			4805 TOWNE CENTRE ROAD		
SAG			SAGINAW, MI 48604-2831		

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
SAN SAN	CA0062486	Office	200 SANTA ANA BLVD SANTA ANA, CA 92701-4134	3,617	\$92,573.26
SAT SAT SAT	TX0064900	Office	ONE INTERNATIONAL CENTRE 100 N E LOOP 410 SAN ANTONIO, TX 78216-4700	10,120	\$264,394.29
SAV SAV SAV	GA0070735	Office	TRUST CO BANK OF SAV 33 BULL STREET SAVANNAH, GA 31401-3334	4,957	\$84,345.72
SCR SCR SCR	PA0073658	Office	WILLIAM J NEALON US CH ANNEX 235 NORTH WASHINGTON AVE SCRANTON, PA 18503-1512	3,088	\$81,278.53
SDO SDO SDO	CA0088345	Office	CABOT CABOT & FORBES 550 WEST 'C' STREET SAN DIEGO, CA 92101-3540	13,330	\$527,501.05
SEA SEA SEA	WA0071700	Office	JACKSON FB 915 SECOND AVE SEATTLE, WA 98174-1009	13,380	\$321,860.28
SEA SEA	WA0082658	Storage	1000 2ND AVENUE SEATTLE, WA 98104-1094	72	\$1,902.49
SEA SEA SEA	WA0083629	Storage	PARK PLACE BLDG 1200 SIXTH AVENUE SEATTLE, WA 98101-3123	24	\$1,391.31
SEA SEA SEA	WA0087323	Storage	1191 2ND AVENUE 1191 2ND AVENUE SEATTLE, WA 98101-3438	0	\$54,703.62
SFO SFO	CA0056241	Office	345 SPEAR STREET SAN FRANCISCO, CA 94105-1673	26,399	\$2,173,786.13
SJO SJO SJO	CA0002363	Office	ROBERT F PECKHAM FB & CH 280 SOUTH 1ST STREET SAN JOSE, CA 95113-3002	7,730	\$141,886.35
SJU SJU SJU	PR0089258	Office	MILLENNIUM PLAZA BLDG #15 SECOND STREET GUAYNABO SAN JUAN, PR 00968-0000	5,774	\$278,829.23
SLC	UT0067166	Office	AMERICAN PLAZA II	7,908	\$105,627.92

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
SLC SLC			57 WEST 200 SOUTH SALT LAKE CITY, UT 84101-1610		
SMO SMO SMO	MO0089724	Office	HAMMONS TOWER 901 ST LOUIS SPRINGFIELD, MO 65806-2540	2,312	\$37,945.90
SOU SOU SOU	SD0086103	Office	COURTHOUSE SQUARE 325 S FIRST AVENUE SIOUX FALLS, SD 57104-6936	4,500	\$182,120.48
SPO SPO SPO	WA0085688	Office	SCHADE TOWERS 528 EAST TRENT AVENUE SPOKANE, WA 99202-5081	5,618	\$149,507.59
SPR SPR SPR	IL0075545	Office	NOVANIS E-BUSINESS CENTER 3161 WEST WHITE OAKS DRIVE SPRINGFIELD, IL 62702-7406	6,190	\$151,311.19
SSD SSD SSD	DC0018705	Office	VEHICLE MAIN FAC 2702 S CAPITOL ST SE WASHINGTON, DC 20032-1794	68,357	\$942,363.01
SSD SSD SSD	NDC00028	Office	MAIL SCREENING FACILITY (BUCKSHOT) 2701 S CAPITOL ST SE WASHINGTON, DC 20032-1794	107,858	\$6,214,000.00
STL STL STL	MO0058156	Office	THOMAS F EAGLETON COURTHOUSE 111 S 10TH STREET ST LOUIS, MO 63102-1125	11,738	\$298,052.94
SYR SYR SYR	NY0005032	Office	JAMES M HANLEY FB 100 SOUTH CLINTON ST SYRACUSE, NY 13261-6100	3,743	\$67,762.94
TAL TAL TAL	FL0083914	Office	THOMASVILLE RD BUILDING 3520 THOMASVILLE RD TALLAHASSEE, FL 32309-3478	3,680	\$107,277.59
TLR TLR TLR	TX0086016	Office	DAVID A LAKE GRAND 6101 S BROADWAY TYLER, TX 75703-4436	3,704	\$83,223.16
TOL TOL TOL	OH0056904	Office	FOUR SEAGATE 433 N SUMMIT TOLEDO, OH 43604-2638	3,856	\$126,651.34

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
TPA TPA TPA	FL0084493	Storage	R L TIMBERLAKE JR FB 500 ZACK STREET TAMPA, FL 33602-3917	170	\$2,610.83
TPA TPA TPA	FL0086568	Office	TIMBERLAKE FED ANNEX 501 EAST POLK STREET TAMPA, FL 33602-3949	8,157	\$159,550.64
TRE TRE TRE	NJ0078545	Office	CLARKSON S FISHER US CH ANNEX 402 EAST STATE ST TRENTON, NJ 08608-1507	5,091	\$132,138.06
UND UND UND UND	DC0018256	Range	ARIEL RIOS FED BLDG USSS Pistol Range 12TH & PENN AVE NW WASHINGTON, DC 20004-0000	7,126	\$208,126.04
TSD3 TSD3	DC0057716	Office	1709 NEW YORK AVE N.W. WASHINGTON, DC 20006-5206	40,913	\$1,846,608.22
TSDC TSDC TSDC	MD0061039	Office	CENTER POINT I 841 843 845 BRIGHTSEAT ROAD LANDOVER, MD 20785-4740	18,943	\$257,895.29
TSDC TSDC TSDC	MD0067992	Warehouse	CENTER POINT I 811 BRIGHTSEAT RD LANDOVER, MD 20785-4723	6,586	\$90,344.06
TUL TUL TUL	OK0059161	Office	PRATT TOWER OFFICE BLDG 125 W 15TH STREET TULSA, OK 74119-3827	3,165	\$47,885.49
TUS TUS TUS	AZ0083824	Office	CITIBANK TOWERS ONE SO CHURCH AVE TUCSON, AZ 85701-1612	4,400	\$127,952.42
UD1 UD1 UD1	DC0058541	Office	LOGAN BUILDING 1111 18TH STREET NW WASHINGTON, DC 20223-0006	74,234	\$2,851,729.93
UDFM UDFM UDFM	SSFM00001	Prot Site	FOREIGN MISSION (STATE Dept) 3507 INTERNATIONAL PL, NW WASHINGTON, DC 20223	92,364	\$1,448,968.91
VEN VEN VEN	CA0089349	Office	Plaza 551 5051 Verdugo Way Camarillo, CA	5121	\$210,047.28

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
VPD VPD VPD		Prot Site No Rent	VPR (NAVOBS) US Navy Facility 3400 MASSACHUSETTS AVE, NW	32,416	
WAC WAC WAC	TX0063264	Office	EXECUTIVE PLAZA 6801 SANGER AVE WACO, TX 76710-7818	4,047	\$56,530.18
WAVS WAVS	DC0083908	Office	1724 F STREET NW WASHINGTON, DC 20006-0000	8,352	\$234,555.26
WCD WCD WCD	NY0061590	Office	CAV BLDG 55 W 125TH ST NY NY NEW YORK-MANHATTAN, NY 10027-4516	308	\$5,917.20
WCD WCD WCD	NY0068562	Storage	CAV BLDG 55 W 125TH ST NY NY NEW YORK-MANHATTAN, NY 10027-4516	107	\$3,409.61
WCD WCD	NY0081368	Prot Site	480 BEDFORD ROAD CHAPPAQUA, NY 10514-1702	5,106	\$109,634.18
WEB WEB WEB	DC0080575	Office	THE WEBSTER SCHOOL BUILDING 940 H STREET NW WASHINGTON, DC 20002-3742	8,500	\$44,656.57
WFO WFO	DC0088342	Office	1100 L STREET NW WASHINGTON, DC 20005-4035	78,722	\$7,271,342.85
WHHE WHHE WHHE	DC0086709	Prot Site	WHITE HOUSE - EAST WING 1600 PA AVE. NW WASHINGTON, DC 20005-0000	7,080	\$198,038.37
WIC WIC WIC	KS0017367	Office	EPIC CENTER 300 N MAIN WICHITA, KS 67202-4800	3,949	\$67,345.68
WIL WIL WIL	DE0053587	Office	ONE RODNEY SQUARE 920 KING ST WILMINGTON, DE 19801-3361	3,629	\$108,065.76
WNC WNC WNC	NC0062743	Office	SUMMIT CENTER 1717 SHIPYARD BOULEVARD WILMINGTON, NC 28403-8019	3,897	\$71,965.92
WPB	FL0080353	Office	FLAGLER TOWER	3,718	\$117,250.01

United States Secret Service Leases and Facility Occupancy (Domestic) – April 2009					
RCC	CBR Number	Facility Type	Facility Address	Sq Ft	2010 Rate Estimate
WPB WPB	NY0005642	Office	505 SOUTH FLAGLER DRIVE WEST PALM BEACH, FL 33401-5923	4,715	\$198,197.28
WPN WPN			140 GRAND STREET WHITE PLAINS, NY 10601-4831		
			MONTHLY RENT		
			TOTAL		\$83,108,075.99

NOTE: FY-10 estimated funding requirements based upon an increase of .05 of 1% for FY-10 rent.

Legend: "Facility Type":
 OFFICE = Field Office, Resident Office, Resident Agency
 LT IND = Light Industrial (Storage)
 PROT SITE = Protective Site
 ANT SITE = Antenna Site
 STORAGE = Storage or warehouse site

United States Secret Service Leases and Facility Occupancy (Overseas) – April 2009						
RCC	CBR No.	Facility Type	Address	Monthly Charge	Square Feet	2010 Rate Estimate (NOTE 3)
BAN	<u>SSBAN0001</u>	Commercial	MILLENNIA BUILDING 62 SOI LANG SUAN, PLONCHET RD PATHUMWAN, BANGKOK BK, 10330		3875	See NOTE 2
BCH	<u>SSBCH0001</u>	Embassy	STR GENERAL PRAPORGE SCU STR GENERAL PRAPORGESCU BUCHAREST BT,		1905	See NOTE 1
BEI	<u>SSBEI0001</u>	Embassy	AMERICAN EMBASSY 55 AN JIA LOU ROAD BEIJING BE, CHINA		1598	See NOTE 1
BER	<u>SSBER0001</u>	Embassy	CLAY COMPOUND CLAYALLEE 170 BERLIN BR,		517	See NOTE 1
BOG	<u>SSBOG0001</u>	Embassy	MAIN EMBASSY BUILDING UNIT 5146 BOGOTA, COLUMBIA CB,		985	See NOTE 1
BRS	<u>SSBRS0001</u>	Embassy	U. S. EMBASSY BRASILIA AV. DAS.NACOES SOL		1092	See NOTE 1

United States Secret Service Leases and Facility Occupancy (Overseas) – April 2009						
RCC	CBR No.	Facility Type	Address	Monthly Charge	Square Feet	2010 Rate Estimate (NOTE 3)
EPL	<u>SSEPL0001</u>	Embassy	QUADRA 801, LOTE 3, BRASILIA BA, 00000			See NOTE 1
FRA	<u>SSFRA0001</u>	Embassy	EUROPOL HEADQUARTERS RAAMWEG 47 NL-2596 HN THE HAGUE NT,		1735	See NOTE 1
HKG	<u>SSHKG0001</u>	Embassy	AMERICAN CONSULATE ANNEX PLATENSTRASSE 9 FRANKFURT am MAIN GR,		1686	See NOTE 1
LON	<u>SSLON0001</u>	Embassy	MAIN CONSULATE BUILDING 26 GARDEN ROAD, CENTRAL ROOM 221 HONG KONG, SAR, CHINA HK,		1152	See NOTE 1
MEX	<u>SSMEX0001</u>	Embassy	AMERICAN EMBASSY 24 GROSVENOR SQUARE LONDON GB, W1A 1AE		355	See NOTE 1
MLN	<u>SSMLN0001</u>	Embassy	U.S. EMBASSY PASEO DE LA REFORMA 305 06500 MEXICO, D.F., MEXICO MX,		840	See NOTE 1
MOS	<u>SSMOS0001</u>	Embassy	U.S. CONSULATE GENERAL BLDG. VIA PRINCIPE AMEDEO 2/10, RM 19, 10th FL 20121 -MILAN ITALY IT,		635	See NOTE 1
MTL	<u>SSMTL0001</u>	Embassy	U.S. EMBASSY Bolshoy Dvvyatinsky Per. 8 MOSCOW, RUSSIA RS,			See NOTE 1
OTW	<u>SSOTW0001</u>	Embassy	USSS RCMP "C" DIVISION HQRS 7TH FL 4225 DORCHESTER, WESTMOUNT, PQ MONTREAL CN, H3Z 1V5		780	See NOTE 1
PAR	<u>SSPAR0001</u>	Embassy	NEW AMERICAN EMBASSY BLDG 490 SUSSEX DRIVE, RM 324 OTTAWA, ON K1N 1G8, CANADA CN,		1905	See NOTE 1
			AMERICAN EMBASSY NEO BUILDING			

United States Secret Service Leases and Facility Occupancy (Overseas) – April 2009						
RCC	CBR No.	Facility Type	Address	Monthly Charge	Square Feet	2010 Rate Estimate (NOTE 3)
PRT	<u>SSPRT0001</u>	Commercial	14 BD HAUSSMMANN PARIS FR, 75008 AMERICAN EMBASSY PRETORIA 877 PRETORIUS ARCADIA 0083 PT,			See NOTE 2
ROM	<u>SSROM0001</u>	Embassy	AMERICAN EMBASSY ANNEX VIA SARDEGNA 49 ROOM 309 ROME IT,		2094	See NOTE 1
SOF	<u>SSSOF0001</u>	Embassy	U.S. EMBASSY SOFIA, BULGARIA BU,			See NOTE 1
TOR	<u>SSTOR0001</u>	Commercial	U. S. CONSULATE 480 UNIVERSITY AVE TORONTO M5G 1S4, CANADA ON,		398	See NOTE 2
VAN	<u>SSVAN0001</u>	Embassy	U.S. CONSULATE 1095 WEST PENDER STREET 21ST FLOOR VANCOUVER BC, V6E 2M6		834	See NOTE 1

NOTE 1: FY 2009 aggregate - \$2.8 M for USSS embassy sites: Rent is based upon Department of State "staffing" formula (Capital Security Cost Sharing), not square footage. USSS rent is paid directly to Department of State

NOTE 2: FY 2009 Overseas Commercial sites (3) USSS rent cumulative - \$173,000. Three (3) commercial sites not within embassy. USSS pays embassy and embassy pays the commercial lessor.

NOTE 3: Projected, cumulative FY 2010 rent costs estimated: \$3.5 M. FY 2010 projection also includes future opening of Estonia office.

USSS Investigations

Question: Provide a chart showing the number of USSS agents, by location, trained at each of the Electronics Crime Special Agent Program (ECSAP) levels II and III as of January 1, 2009.

ANSWER: The following list depicts the ECSAP trained special agents at the Computer Forensic (CF) – Level III and the Network Intrusion (NITRO) – Level II. The list reflects agents that are currently active in the program.

<u>Office</u>	<u>CF Agents</u>	<u>NITRO Agents</u>
Atlanta FO	4	3
Baltimore FO	2	4

Birmingham FO	2	3
Birmingham/Jackson RO	1	0
Birmingham/Montgomery RA	1	1
Boston FO	3	3
Boston/Portland, ME RO	1	0
Boston/Providence RO	1	0
Boston/Burlington RA	1	0
Buffalo FO	1	2
Buffalo/Albany RO	0	1
Buffalo/Rochester RA	1	0
Buffalo/Syracuse RO	0	1
Chicago FO	5	9
Chicago/Milwaukee RO	1	1
Criminal Investigative Div.	10	4
CID/NCFI	1	1
CID/CERT	1	0

<u>Office</u>	<u>CF Agents</u>	<u>NITRO Agents</u>
Cincinnati FO	1	1
Cincinnati/Dayton RO	1	0
Cleveland FO	3	1
Cleveland/Akron RO	1	0
Cleveland/Toledo RO	0	1
Charlotte FO	4	2
Charlotte/Raleigh RO	1	1
Charlotte/Wilmington NC RO	1	0
Columbia SC FO	2	2
Dallas FO	2	10
Dallas/Lubbock RA	0	1
Dallas/Waco RO	1	0
Denver FO	0	1
Denver/Salt Lake City RO	1	0
Detroit FO	3	4

Honolulu FO	1	1
Honolulu/Guam RO	0	1
Houston FO	5	3
Houston/Austin RO	0	1
Indianapolis FO	1	1
Jacksonville FO	2	1
Kansas City FO	1	0
Kansas City/Omaha RO	0	1
Kansas City/Springfield MO RA0		1
Las Vegas FO	3	1
Las Vegas/Reno RO	1	0
Los Angeles FO	7	6
Los Angeles/Riverside RO	0	2
Los Angeles/Santa Ana RO	1	0
Los Angeles/Ventura RO	1	1
Little Rock FO	1	2
Louisville FO	2	3

<u>Office</u>	<u>CF Agents</u>	<u>NITRO Agents</u>
Louisville/Lexington RO	0	1
Memphis FO	2	3
Miami FO	3	10
Miami FO/San Juan RO	1	0
Minneapolis FO	2	2
New Orleans FO	1	2
New Orleans/Baton Rouge RO	1	0
Nashville FO	1	1
Newark FO	1	3
New York FO	6	14
New York/JFK RO	0	2
New York/Melville RO	1	1
New York/New Haven RO	1	1
Oklahoma FO	3	2
Oklahoma/Tulsa RO	1	0

Orlando FO	4	3
Paris FO	1	0
Paris/Frankfurt RO	1	1
Philadelphia FO	4	7
Philadelphia/Scranton RO	1	0
Philadelphia/Wilmington RO	0	1
Phoenix FO	1	1
Phoenix/Albuquerque RO	1	1
Pittsburgh FO	1	1
Richmond FO	2	1
Richmond/Norfolk RO	0	1
Rome/Bucharest	0	1
Reagan Protective Detail	1	0
San Antonio FO	2	1
San Antonio/El Paso RO	1	0
San Antonio/McAllen RO	1	0

<u>Office</u>	<u>CF Agents</u>	<u>NITRO Agents</u>
San Diego FO	2	0
Seattle FO	2	1
Seattle/Portland RO	1	1
Seattle/Spokane RO	1	0
San Francisco FO	3	3
San Francisco/Sacramento RO	1	0
San Francisco/San Jose RO	0	1
St. Louis FO	2	2
Tampa Bay FO	1	1
Washington FO	8	7
Total	149	159

Question: Provide a chart showing arrests by field office by category of investigation for fiscal year 2008. Use the same categories as provided in on pages 266 - 283 of part 2 of the 2009 Subcommittee hearing record.

ANSWER: Please see the following table.

Arrests by Field Office by Category of Investigation - Fiscal Year 2008					
Office	Counterfeit	Protective Intelligence	Financial Crimes	All Other	Total Arrests
Atlanta	131	0	278	1	410
+ Albany (GA)	22	1	21	3	47
+ Savannah	9	0	60	0	69
Baltimore	61	2	91	0	154
Birmingham	32	0	42	1	75
+ Jackson	9	0	17	0	26
+ Mobile	4	0	34	0	38
^ Montgomery	5	0	12	0	17
Boston	58	2	76	1	137
+ Manchester	4	0	4	3	11
+ Portland (ME)	10	5	3	4	22
+ Providence	4	0	42	1	47
^ Burlington	3	0	1	0	4
Buffalo	12	0	27	0	39
+ Albany (NY)	9	1	18	1	29
+ Syracuse	4	0	6	0	10
^ Rochester	2	0	15	0	17
Charlotte	57	0	70	0	127
+ Greensboro	3	0	13	0	16
+ Raleigh	7	0	25	0	32
+ Wilmington (NC)	8	0	9	0	17
Chicago	27	1	142	2	172
+ Milwaukee	10	0	13	0	23
+ Springfield (IL)	24	0	25	2	51
^ Madison	2	1	8	0	11
Cincinnati	21	1	54	1	77
+ Columbus	11	1	60	1	73
+ Dayton	14	0	44	0	58
Cleveland	14	0	57	0	71
+ Akron	3	0	3	0	6
+ Toledo	8	0	14	4	26
Columbia	31	1	99	6	137
+ Charleston (SC)	15	1	29	1	46
+ Greenville	11	1	62	1	75
Dallas	97	2	153	5	257
+ Waco	8	1	19	2	30
^ Lubbock	36	1	32	0	69
^ Tyler	7	0	4	8	19
Denver	3	1	11	0	15
+ Salt Lake City	1	0	35	1	37
^ Boise	2	0	1	1	4
Detroit	29	1	49	6	85
+ Grand Rapids	12	0	15	1	28
+ Saginaw	4	3	6	2	15
Honolulu	21	0	7	1	29

Arrests by Field Office by Category of Investigation - Fiscal Year 2008					
Office	Counterfeit	Protective Intelligence	Financial Crimes	All Other	Total Arrests
+ Bangkok	26	0	24	0	50
+ Guam	7	0	1	0	8
+ Hong Kong	3	0	0	0	3
Houston	67	1	191	5	264
+ Austin	3	0	16	0	19
+ Mexico City	11	0	0	0	11
Indianapolis	39	1	22	1	63
Jacksonville	35	0	120	1	156
+ Tallahassee	15	2	24	0	41
Kansas City	13	1	64	0	78
+ Omaha	12	0	45	1	58
^ Des Moines	5	4	0	0	9
^ Springfield (MO)	7	1	10	0	18
^ Wichita	19	0	12	0	31
Las Vegas	48	0	28	0	76
+ Reno	8	0	21	0	29
Los Angeles	66	3	123	9	201
+ Riverside	28	0	18	0	46
+ Santa Ana	32	1	44	0	77
+ Ventura	16	0	12	0	28
Little Rock	18	2	32	0	52
Louisville	53	0	102	1	156
+ Lexington	47	0	23	0	70
Memphis	25	2	52	0	79
Miami	65	2	341	5	413
+ Bogota	22	0	0	0	22
+ Brasilia	2	0	8	0	10
+ San Juan	11	0	101	0	112
+ West Palm Beach	15	0	20	1	36
Minneapolis	10	0	9	0	19
^ Sioux Falls	4	0	2	0	6
Nashville	16	1	33	2	52
+ Chattanooga	5	0	24	0	29
+ Knoxville	8	0	5	0	13
Newark	27	0	105	2	134
+ Trenton	13	2	32	1	48
New Orleans	6	1	86	0	93
+ Baton Rouge	10	0	28	0	38
New York	64	4	322	11	401
+ JFK	7	1	19	1	28
+ Melville	8	0	17	2	27
+ New Haven	26	0	44	1	71
+ White Plains	25	0	48	0	73
Oklahoma City	28	1	118	5	152
+ Tulsa	17	0	38	1	56

Arrests by Field Office by Category of Investigation - Fiscal Year 2008					
Office	Counterfeit	Protective Intelligence	Financial Crimes	All Other	Total Arrests
Orlando	44	0	42	0	86
Ottawa	11	0	25	0	36
+ Toronto	7	0	5	0	12
+ Vancouver	4	0	11	0	15
Paris	28	0	40	0	68
+ London	3	0	12	0	15
+ Moscow	2	0	4	0	6
+ The Hague	0	0	4	0	4
+ Frankfurt	3	0	12	2	17
+ Madrid RO	5	0	107	0	112
Philadelphia	62	1	115	5	183
+ Atlantic City	28	0	17	0	45
+ Scranton	4	4	14	0	22
+ Wilmington (DE)	6	0	7	0	13
^ Harrisburg	3	2	20	0	25
Phoenix	24	0	27	0	51
+ Albuquerque	24	0	39	0	63
+ Tucson	5	1	5	0	11
Pittsburgh	12	0	32	0	44
+ Charleston (WV)	4	2	10	1	17
Richmond	23	1	54	0	78
+ Norfolk	4	0	41	0	45
^ Roanoke	15	2	11	0	28
Rome	38	0	93	0	131
+ Bucharest	4	0	0	0	4
+ Milan	2	0	38	0	40
+ Pretoria	42	0	24	0	66
+ Sofia (Bulgaria)	9	0	31	0	40
+ Amman RO	0	0	0	0	0
San Antonio	46	1	69	0	116
+ El Paso	25	0	13	0	38
+ McAllen	11	0	35	0	46
San Diego	34	0	39	0	73
San Francisco	27	1	45	0	73
+ Fresno	4	0	2	0	6
+ Sacramento	15	0	24	0	39
+ San Jose	15	0	11	0	26
Seattle	6	0	51	2	59
+ Portland (OR)	1	1	13	1	16
+ Spokane	14	0	6	0	20
^ Anchorage	0	0	0	0	0
^ Billings	5	0	13	0	18
St. Louis	9	0	65	1	75
Tampa	15	0	34	1	50
^ Fort Myers	4	1	5	0	10

Arrests by Field Office by Category of Investigation - Fiscal Year 2008					
Office	Counterfeit	Protective Intelligence	Financial Crimes	All Other	Total Arrests
Washington	13	35	180	19	247
Service-Wide Totals	2,517	109	5,635	142	8,403
^Denotes Resident Agency of Preceding Field Office.					
+Denotes Resident Office of Preceding Field Office.					

Question: Provide a chart showing counterfeit seizures by field office in 2008.

ANSWER: Please see the following table.

Counterfeit Notes Seized – Fiscal Year 2008		
Office	Number of Notes	Dollar Amount
Atlanta	5,274	\$255,324
+ Albany (GA)	211	\$10,425
+ Savannah	285	\$45,180
Baltimore	1,016	\$39,167
Birmingham	989	\$25,224
+ Jackson	411	\$39,900
+ Mobile	41	\$690
+ Montgomery	170	\$7,335
Boston	324	\$13,325
+ Manchester	86	\$2,190
+ Portland (ME)	205	\$20,420
+ Providence	630	\$17,220
+ Burlington	15	\$570
Buffalo	261	\$23,862
+ Albany (NY)	37	\$1,351
+ Syracuse	0	\$0
+ Rochester	45	\$845
Charlotte	449	\$20,595
+ Greensboro	421	\$13,996
+ Raleigh	2,922	\$261,030
+ Wilmington (NC)	473	\$17,438
Chicago	2,185	\$123,420
+ Milwaukee	990	\$41,868
+ Springfield (IL)	273	\$10,950
+ Madison	12	\$420
Cincinnati	1,072	\$42,341
+ Columbus	67	\$1,540
+ Dayton	142	\$3,970
Cleveland	276	\$413,750
+ Akron	41	\$590
+ Toledo	865	\$64,550
Columbia	236	\$4,620
+ Charleston (SC)	67	\$4,241

Counterfeit Notes Seized – Fiscal Year 2008		
Office	Number of Notes	Dollar Amount
+ Greenville	403	\$17,990
Dallas	2,107	\$105,047
+ Waco	229	\$7,422
^ Lubbock	378	\$11,460
^ Tyler	291	\$11,766
Denver	7	\$700
+ Salt Lake City	167	\$5,224
^ Boise	18	\$435
Detroit	593	\$15,615
+ Grand Rapids	1,756	\$67,286
+ Saginaw	116	\$5,460
Honolulu	308	\$30,700
+ Bangkok	1,466	\$146,600
+ Guam	0	\$0
+ Hong Kong	2	\$200
Houston	4,597	\$336,813
+ Austin	233	\$13,580
+ Mexico City	0	\$0
Indianapolis	1,620	\$77,190
Jacksonville	325	\$16,630
+ Tallahassee	315	\$15,231
Kansas City	2,717	\$136,708
+ Omaha	468	\$16,173
^ Des Moines	981	\$25,832
^ Springfield (MO)	187	\$13,315
^ Wichita	122	\$3,750
Las Vegas	1,577	\$116,712
+ Reno	358	\$9,547
Los Angeles	12,934	\$499,746
+ Riverside	888	\$33,735
+ Santa Ana	5,224	\$517,410
+ Ventura	743	\$30,543
Little Rock	2,037	\$47,753
Louisville	1,257	\$61,379
+ Lexington	307	\$12,918
Memphis	1,503	\$124,386
Miami	98,186	\$3,912,049
+ Bogota	179,440	\$17,938,080
+ Brasilia	91	\$7,050
+ San Juan	45	\$3,330
+ West Palm Beach	1,154	\$43,586
Minneapolis	1,161	\$60,076
^ Sioux Falls	222	\$19,542
Nashville	178	\$6,290
+ Chattanooga	337	\$7,861
+ Knoxville	34	\$3,400

Counterfeit Notes Seized – Fiscal Year 2008		
Office	Number of Notes	Dollar Amount
Newark	2,064	\$168,000
+ Trenton	11	\$1,020
New Orleans	26	\$950
+ Baton Rouge	410	\$20,668
New York	7,689	\$385,422
+ JFK	491	\$48,380
+ Melville	51	\$2,276
+ New Haven	1,046	\$99,458
+ White Plains	1	\$20
Oklahoma City	1,533	\$67,498
+ Tulsa	18	\$1,055
Orlando	7,208	\$319,433
Ottawa	0	\$0
+ Toronto	0	\$0
+ Vancouver	0	\$0
Paris	39,484	\$3,939,850
+ London	0	\$0
+ Moscow	357	\$35,650
+ The Hague	0	\$0
+ Frankfurt	6,773	\$677,300
+ Madrid RO	23,092	\$2,309,200
Philadelphia	5,950	\$153,409
+ Atlantic City	0	\$0
+ Scranton	137	\$12,340
+ Wilmington (DE)	223	\$5,755
+ Harrisburg	276	\$4,525
Phoenix	3,396	\$141,209
+ Albuquerque	1,013	\$46,564
+ Tucson	2,107	\$139,365
Pittsburgh	586	\$37,489
+ Charleston (WV)	157	\$4,052
Richmond	300	\$10,230
+ Norfolk	229	\$7,865
+ Roanoke	168	\$2,735
Rome	10,652	\$1,008,220
+ Bucharest	0	\$0
+ Milan	6	\$600
+ Pretoria	19,472	\$1,947,200
+ Sofia (Bulgaria)	3,229	\$160,580
+ Amman RO	0	\$0
San Antonio	4,245	\$295,811
+ El Paso	775	\$61,210
+ McAllen	2,051	\$141,436
San Diego	2,027	\$143,150
San Francisco	16,497	\$868,594
+ Fresno	2,007	\$89,574

Counterfeit Notes Seized -- Fiscal Year 2008		
Office	Number of Notes	Dollar Amount
+ Sacramento	972	\$54,621
+ San Jose	1,793	\$122,688
Seattle	580	\$16,574
+ Portland (OR)	549	\$14,949
+ Spokane	367	\$10,584
^ Anchorage	206	\$10,337
^ Billings	10	\$501
St. Louis	84	\$3,732
Tampa	841	\$38,174
^ Fort Myers	13	\$260
Washington	2,085	\$156,047
All Others^^	0	\$0
SERVICE-WIDE TOTALS	520,830	\$39,851,427

^Denotes Resident Agency of Preceding Field Office.

+Denotes Resident Office of Preceding Field Office.

^^ Includes Protective Divisions, except Uniformed Division.

Question: Provide a chart showing joint investigations completed in 2008 by field office.

ANSWER: The Secret Service routinely conducts joint operations with other federal law enforcement agencies within the Department of Homeland Security as well as other departments. Almost all Secret Service financial and electronic crimes task forces include representatives from other federal law enforcement agencies. Additionally, a number of Secret Service agents are detailed or assigned to other agencies' task forces, such as the FBI's Joint Terrorism Task Force.

Protective Intelligence (PI) investigations are intended to gather, assess, and prevent attacks on Secret Service protected persons and facilities, and receive the highest priority in the USSS. Given this requirement, the Secret Service has a long and successful history of active partnerships with members of law enforcement and the Intelligence Community. This includes active participation in joint investigations with the Federal Bureau of Investigation and other law enforcement entities; active participation in regional Joint Terrorism Task Forces (JTTF) and the National Joint Terrorism Task Force (NJTTF). Further, information is shared and received from all levels of law enforcement and, when mutually beneficial, the Secret Service will co-conduct follow-up investigation. Mutual cooperation is rooted in the very essence of the protective and investigative mission of the USSS.

Also, the USSS continues to detail special agents to the National Security Council (NSC), Central Intelligence Agency (CIA), Federal Bureau of Investigation (FBI), Department of Homeland Security (DHS), and in return houses detailees from numerous other Federal agencies. Representatives from the Office of Protective Research also sit on interagency, interdepartmental boards, and working groups to further identify areas of collaboration in the arenas of suspicious activity and intelligence analysis, the ultimate goal of which is maximum investigative efforts between agencies.

The following list provides information on on-going joint investigations, and joint investigations completed in FY 2008 by field office:

Albany (NY) RO	Bank, CC, ID Theft	DEA
	CFT Checks	ICE
	Financial Fraud	ICE, IRS, FBI

Austin RO	Wire Fraud CC Fraud Access Device PI Case	USPIS, ICE IRS, USPIS, ICE IRS ATF
Baltimore FO	Bank Fraud Bank Fraud FEMA Fraud Financial Fraud ID Theft	ICE, Dept of Commerce IRS FEMA IRS SSA
Birmingham FO	FEMA Fraud FEMA Fraud CFT Checks CFT Currency FEMA Fraud	DHS-OIG DHS-OIG TSA, SSA DEA FEMA, FBI, USPIS
Boise RO	ID Theft CFT Checks CFT Currency PI Case	VA-OIG IRS, FBI FBI FBI, USMS
Buffalo FO	Social Security Fraud Bank, Wire, Access False ID Access Device, Wire Fraud Bank Fraud Bank, ID Fraud Bank Fraud Access Device Fraud Social Security Fraud	SSA FBI, ICE FBI, DOD USPIS USPIS IRS USPIS USPIS SSA
Burlington RA	Mail, Wire Fraud Social Security Fraud Wire Fraud	USPIS USPIS, SSA FBI
Chicago FO	CFT Currency ID Theft ID Theft, CC Fraud ID Fraud Bank, Wire Fraud ID Theft CFT Check Bank Fraud Mortgage Fraud Mortgage Fraud Bank Fraud ID Fraud, SS Fraud ID Fraud, Bank, ID, Wire, Mail Fraud Stolen CFT Checks CFT Checks ID Fraud Check Fraud Tax Fraud ATM Fraud ID Fraud, Theft Food Stamps ID Theft, CC Fraud Bank Fraud CFT Currency EBT Fraud CFT Currency CFT Currency	ATF USPIS USPIS ICE USPIS USPIS USPIS IRS HUD HUD DOJ DOJ DOJ USPIS FBI, CG-OIG FBI FBI USPIS IRS FBI, ICE USPIS USDA USPIS USPIS FBI USDA FBI ATF
Cincinnati FO	Mail Fraud CFT Checks CFT Currency ID Fraud	USPIS ICE USPIS, ICE USPIS

	CFT Currency Access Device CFT Checks Access Device Altered Checks (Treasury) ID Theft Bank Fraud CFT Checks CFT Fraud CFT ID ID Theft Bank Fraud ID Theft, Bank Fraud CFT Checks	USPIS ICE USPIS USPIS USPIS USPIS USPIS DEA ATF ICE, SSA IRS IRS IRS USPIS
Columbia FO	CFT Currency CFT ID, ID Theft ID Theft False ID CFT Checks	FBI ICE FBI ICE USPIS
Columbus RO	Money Laundering CC Fraud CFT Checks, ID Theft ID Theft, CC Fraud CC Fraud ID Theft FEMA Fraud FEMA Fraud FEMA Fraud Stolen Checks CFT Checks, CFT ID	FBI, DEA IRS USPIS FBI USPIS FBI USPS DHS-OIG DHS-OIG DHS-OIG USPIS, IRS USPIS
Dallas FO	CFT Currency Bank Fraud Mortgage Fraud Wire Fraud ID Theft Bank Fraud	IRS ICE HUD ICE ICE ICE
Dayton RO	CC Fraud CFT Currency Bank Fraud	ICE ICE, INS INS
Denver FO	Mortgage Fraud Mortgage Fraud PI Case CFT Currency False ID, Stolen CC CFT Currency	IRS IRS FBI ICE FBI ICE, FBI
Detroit FO	CFT CC, CFT ID, Fraud False ID, Stolen CC ID Theft Access Device Fraud	ICE FBI SSA CBP
Fort Myers RA	Wire Fraud Mortgage Fraud Fraud Child Porn Financial Institution Fraud	ICE, IRS, FBI FBI, IRS FBI FBI IRS, FBI
Grand Rapids RO	CFT Checks CFT Checks CC Fraud	ICE FBI FBI, USPIS
Guam RO	CFT Credit Cards CFT Credit Cards	ICE ICE, CBP
Houston FO	Access Device Fraud Bank Fraud PI Case	DHS-OIG ICE FBI

	CFT Currency False ID, Stolen CC ID Theft Access Device Fraud False ID Bank Fraud	ICE FBI SSA CBP ICE, USMS FBI
Indianapolis FO	Wire, ID Fraud Bank Fraud Bank Fraud Computer Crime CC Fraud Bank Fraud Computer Crime Computer Crime	FBI EPA, IRS IRS FBI USPS, SSA FBI FBI FBI
Jacksonville FO	Check, Mail Fraud Social Security Fraud Social Security Fraud CFT Check Fraud ID Fraud CFT ID, Check Fraud	USPS SSA SSA FBI FBI
Kansas City FO	CFT Checks, Bank Fraud CFT Checks ID Fraud CFT Checks CFT Checks	DEA DEA DEA DEA DEA
Knoxville RO	Social Security Fraud CFT Checks CFT Currency	SSA FBI ATF
Lexington RO	ID Theft CFT ID CFT Check, Bank Fraud ID Fraud ID Theft CC, Mail, Bank Fraud CFT ID Bank Fraud	ICE ICE FBI SSA, HUD, USPIS, USMS, DSS ICE, Dept. of Labor ICE, ATF USPIS ICE IRS
Los Angeles FO	Social Security Fraud Forged Checks Mail Fraud, Stolen Checks CC Fraud ID Theft Access Device, Bank Fraud ID Theft Access Device, Bank Fraud CC Fraud CC Fraud Access, Bank Fraud ID Theft Access Device, Bank Fraud Stolen Altered Checks EBT Fraud EBT Fraud	SSA USDA USPIS USPIS USPIS USPIS USPIS USPIS USPIS USPIS FBI, USPIS USDA, FBI USDA
McAllen RO	CC Fraud CC Fraud, ID Fraud Access Device Fraud, ID fraud CFT ID Fraud	USPIS SSA USPIS ICE FBI
Miami FO	CFT Currency CC Fraud Money Laundering CC Fraud Medicare Fraud, CFT ID, CC Fraud CFT CC, ID	CBP CBP ICE ATF HHS ICE
Minneapolis FO	Bank Fraud CFT ID CFT ID	FBI ICE ICE

	CFT Currency, Checks	DEA
Montreal DO	CFT Canadian Currency	ICE
Nashville FO	Access Device Fraud	USPIS
	Mortgage Loan Fraud	IRS
	Bank Fraud, ID Theft	USPIS
	Check Fraud, Money Laundering	IRS, FDIC
	False ID	ICE
	CFT Check, Wire Fraud	USPIS
Norfolk RO	Social Security Fraud	SSA
	Check Fraud (Treasury)	ICE
Newark FO	ID Fraud	ICE, USPIS
	CFT Currency	DEA, USPIS
	Mail, Wire, Bank Fraud	IRS
New Haven RO	Financial Inst. Fraud	ICE, FBI, IRS, DSS
	CFT Checks	FBI
	ID Theft	FBI
	Check Fraud	USPIS
	CC Fraud	USPIS
	CFT Checks	USPIS, FBI
New Orleans FO	False ID, CC Fraud	ATF
	CC Fraud	USPIS
	Medicaid Fraud	HHS-OIG
	CC Fraud	IRS, ICE
	Access Device Fraud	USPIS
New York FO	CC Fraud	USPIS
	CC Fraud	USPIS
	Fraud	USPIS
	CC Fraud	USPIS
	Advanced Fee Fraud	USPIS
	ID Theft, CC Fraud	USPIS
	ID Theft	USPIS
	Bank Fraud	USPIS
	CC Fraud	USPIS
	CFT Credit Cards	USPIS
	ID Theft	USPIS, USMS
	CC Fraud	USPIS
	Medicaid Fraud	HHS-OIG
	CC Fraud	IRS, ICE
	Access Device Fraud	USPIS
	Bank, Wire and Mail Fraud	ICE, SSA, USPIS
	CC Fraud	FBI
	CFT Checks	USPIS
	CC Fraud	USPIS
	Money Laundering	ICE, IRS, USPIS
	CFT Checks	USPIS
	Forged Checks	USPIS
	Forged Checks	USPIS
	CFT Checks	USPIS
	FEMA Disaster Relief Fraud	USPIS, DHS-OIG
	Stolen Treasury Checks	USPIS, SSA-OIG
	Insurance Fraud	USPIS, ICE
	Stolen Treasury Checks	USPIS
	Stolen Treasury Checks	USPIS
	Mortgage Fraud	FBI
	Forged Social Security Checks	SSA-OIG
	Mortgage Fraud	USPIS
	Fraud	USPIS
	Forged Social Security Checks	SSA-OIG
	Fraud	SSA-OIG
	Social Security Fraud	SSA-OIG
	Embezzlement	USPIS
	Forgery	USPIS

	False Government Claims Theft of Government Funds False Claims, Theft Stolen, Forged Treasury Checks Stolen, Forged Treasury Checks Stolen, Forged SS Checks Bank Fraud, Conspiracy, Forgery Forged Treasury Checks Theft of Government Funds	SSA-OIG SSA-OIG SSA-OIG TIGTA TIGTA SSA-OIG USPIS VA-OIG SSA-OIG
Oklahoma City FO	CFT Check, CFT ID Bank Fraud ID Theft FEMA Fraud CFT Checks CFT Checks Stolen Checks CFT ID, CFT Checks Tax Fraud CFT Check Case Bank Fraud	FBI IRS, USPIS, FBI IRS, USPIS, FBI USPIS, FBI IRS, USPIS, FBI USPIS IRS USPIS IRS, USPIS, FBI IRS, USPIS, FBI IRS
Omaha RO	CFT Currency ID Theft ID Theft Bank, Mail, CC, Check Fraud Bank Fraud, Check Fraud Bank Fraud, Check Fraud Mail, Check, CC Fraud Check Fraud CC, Bank Fraud Financial Inst Fraud ID Theft CFT Currency CFT Currency False ID Loan Fraud	ATF ICE ICE USPIS, SSA USPIS, SSA USPIS, SSA USPIS, SSA USPIS, SSA USPIS ATF ICE, HUD, SSA ICE ICE, ATF ICE, SSA USPIS
Philadelphia FO	ID Theft, CFT CC CC Fraud Financial Fraud CFT Travelers Checks ID Theft, CFT Checks Access Device, ID Theft Investment Fraud CFT Checks CFT Checks Stolen Credit Cards	FBI FBI USPIS USPIS USPIS USPIS IRS, USPIS, FBI IRS, USPIS, FBI IRS, USPIS, FBI IRS, USPIS, FBI
Pittsburgh FO	CFT Checks CFT Checks CFT Checks CFT Travelers Checks CFT Travelers Checks Access Device Fraud Access Device Fraud CFT Check, ID Theft Wire Fraud CC Fraud CC Fraud Bank Fraud, ID Fraud FEMA Fraud Access Device Fraud CFT Checks ID Theft, Mail Fraud	VA- OIG USPIS USPIS USPIS USPIS USPIS USPIS USPIS DOT-OIG USPIS USPIS IRS, ICE, DEA, DSS, USPIS DHS-OIG USPIS FBI USPIS

	ID Theft ID Theft, Mail, Wire, Fraud CC Fraud Bank Fraud, ID Fraud FEMA Fraud	USPIS USPIS USPIS ICE, IRS, DSS, DSS, USPIS DHS-OIG
Reno RO	Bank Fraud, ID Theft CFT Currency PI Case ID Fraud, CC Fraud ID Theft	FBI ICE USPS ATF
Salt Lake RO	Stolen Bank Cards, Access Device Bank Fraud, Wire, CFT ID Access Device, Wire, Bank Fraud Bank, ID Access Device Bank Fraud, ID Theft ID Fraud, Bank Fraud Bank Fraud, ID Theft, Access Device ID Fraud Bank Fraud, ID Fraud, Theft	USPIS FBI, USPIS FBI, USPIS USPIS USPIS USPIS FBI, USPIS, SSA FPS FBI, USPIS, SSA
San Jose RO	Bank Fraud CFT Currency Check Fraud	NCIS, ICE, CIA DEA, ATF USPIS
Sioux Falls RA	CC Fraud CC Fraud, ID Fraud Access Device Fraud, ID fraud	USPIS SSA USPIS
Springfield RA	PI Case	FBI
Seattle FO	Computer Crime Bank Fraud CFT ID CC Fraud Wire, Mortgage, Bank ID Fraud	FBI SSA DSS FBI IRS
San Juan RO	CFT Currency Wire, Bank Access Device Fraud Fraud, Embezzlement CFT Copyright	USCG USMS, DEA, ICE, FBI USPIS ICE
St. Louis FO	Check Fraud Bank, ID Fraud Access Device Fraud, ID Theft ID Fraud Bank fraud, ID Fraud ID Fraud ID Fraud, CC Fraud CC Fraud CC Fraud, ID Fraud Access Device Fraud, ID fraud CC Fraud, ID Fraud Access Device, ID Theft ID Fraud CC Fraud Access Device Fraud ID Fraud, Access Device Fraud Access Device Fraud, ID Fraud Loan Fraud, ID Fraud ID Fraud, Bank, Mortgage Fraud Bank Fraud, Access Device CC Fraud, ID Fraud Mortgage Fraud, ID Fraud	DHS-OIG SSA SSA, USPIS SSA, USPIS SSA, USPIS SSA USPIS USPIS SSA USPIS USPIS SSA SSA SSA USPIS USPIS, SSA SSA USPIS SSA SSA SSA, USPIS SSA, USPIS
Syracuse RO	CC Fraud CC Fraud, ID Fraud Access Device Fraud, ID fraud CC Fraud CFT Currency	USPIS SSA USPIS ICE ATF, FBI
Tampa FO	CC Fraud	FAA, USDS

	Bank Fraud	USPS, DOD
	Access Device	USPIS
	Food Stamps	USDA
	Mortgage Fraud	ICE, SSA
	Federal Fugitive Arrest	USMS
	CFT Currency	ATF
	PI Case	VA
	PI Case	FBI, DOD, AFOSI, ICE, DSS, ATF
	PI Case	DOD
	Advanced Fee Fraud	USPIS
	CC Fraud	USPIS
Toledo RO	PI Case	FBI
	Financial Inst. Fraud	FBI
Trenton RO	Bank Fraud	IRS, USPIS
	Food Stamps	USDA
	Food Stamps	USPIS
	Bank Fraud, CFT Checks	USPIS
	CC, ID Fraud	SSA
Washington FO	CFT Checks	USPIS, FBI
	ATM Fraud	USPIS
	Check Fraud	USPIS
	Bank Fraud	FBI
	Loan Fraud	USPIS, IRS
	Loan Fraud	USPIS
	Loan Fraud	FBI, IRS, HUD
	EBT Fraud	ICE, IRS ATF
	CFT Checks	VA-OIG
	ID Theft, Forgery	SSA-OIG

USSS Staffing and Training

Question: Update the charts of on-board staff and staff attrition rates as of the end of Fiscal Year 2008, as previously shown on pages 292 and 293 of part 2 of the 2009 Subcommittee hearing record.

ANSWER: Please see the following tables.

On-Board – End of FY

Fiscal Year	SA	UD	APT/MCS	PT	Total
2001	2871	1122	1637	152	5782
2002	3087	1062	1630	167	5946
2003	3139	1182	1735	188	6244
2004	3167	1371	1790	91	6419
2005	3250	1380	1794	96	6520
2006	3273	1333	1794	106	6506
2007	3365	1315	1787	125	6591
2008	3384	1290	1791	110	6575
2009	3449	1372	1887	122	6830
2010	3447	1400	1897	115	6859
2011*	3543	1400	1997	110	7050

* FY 2011 projection assumes new hires consistent with the Secret Service's Five-Year Staffing Plan.

Attrition Rates (FY 2002 – 2011)

Fiscal Year	SA	UD*	APT/MCS	PT	Total	Service-Wide Rate
2002	245	277	139	83	744	11.3%

Fiscal Year	SA	UD*	APT/MCS	PT	Total	Service-Wide Rate
2003	157	183	116	81	537	7.1%
2004	203	142	109	112	566	6.6%
2005	143	183	113	94	533	5.9%
2006	133	202	137	44	516	6.3%
2007	153	159	162	42	516	6.8%
2008	145	171	155	38	509	7.1%
2009	134	148	130	51	463	6.5%
2010	140	154	133	45	472	6.4%
2011	150	165	152	45	512	6.9%

*Includes internal transfers

Question: Provide a table for the record, ordered by total overtime payments and organized by general schedule job classification (e.g., 1811) and GS pay rate (e.g., GS-15) that shows base salary, locality payments, LEAP payments, scheduled overtime payments, administratively uncontrollable overtime payments, FLSA payments, and annual hours worked, for all non-SES Secret Service employees paid more than \$35,000 in fiscal year 2008.

ANSWER: Please see the table on the following pages.

Code	Post of Duty at the End of Calendar 2008	Pay Plan	Grade	Step	Series	Base Salary (Regular Time + All Leave)	LEAP or ALO	Total of SOI, Night Differential, Sunday & Holiday Pay Less "Max Out" Earnings from Previous Years	Aggregate Compensation	FLSA Earnings	Total of Regular Hours, FLSA Hours, Scheduled Overtime Hours, Compensatory Time, and All Hours of Leave
UDW	UD - White House	LE	01	09	0083	\$ 75,057.61		\$ 86,762.76	\$ 162,379.42	\$ 9,039.07	3742
UDV	UD - Naval Observatory	LE	04	14	0083	\$ 108,000.00		\$ 83,407.77	\$ 192,379.16	\$ 7,845.13	3364.5
UDW	UD - White House	LE	01	12	0083	\$ 86,782.19		\$ 83,202.37	\$ 169,984.56	\$ 9,355.50	3567
UDW	UD - White House	LE	01	11	0083	\$ 81,595.52		\$ 82,144.75	\$ 163,740.27	\$ 6,772.95	3670.75
UDC	UD - Counter Sniper	LE	01	09	0083	\$ 79,557.59		\$ 74,223.02	\$ 154,878.06	\$ 5,785.89	3640.25
UDW	UD - Foreign Missions Branch	LE	01	05	0083	\$ 63,064.88		\$ 73,903.71	\$ 137,527.64	\$ 4,509.23	3944.5
UDF	UD - Foreign Missions Branch	LE	01	10	0083	\$ 77,683.21		\$ 73,899.13	\$ 151,562.38	\$ 6,493.50	3677
UDW	UD - White House	LE	01	11	0083	\$ 81,376.66		\$ 73,019.26	\$ 154,954.97	\$ 7,457.49	3452.5
UDW	UD - White House	LE	01	13	0083	\$ 88,558.59		\$ 72,940.19	\$ 162,057.83	\$ 7,969.33	3401.75
UDW	UD - White House	LE	01	14	0083	\$ 90,345.60		\$ 72,482.29	\$ 162,827.89	\$ 4,860.23	3458
UDF	UD - Foreign Missions Branch	LE	01	10	0083	\$ 78,529.05		\$ 71,993.14	\$ 151,631.59	\$ 4,166.61	3599.5
UDW	UD - White House	LE	01	11	0083	\$ 83,122.72		\$ 71,212.12	\$ 154,334.84	\$ 7,751.13	3601.5
UDF	UD - Foreign Missions Branch	LE	04	11	0083	\$ 94,924.80		\$ 70,944.90	\$ 167,303.51	\$ 6,620.54	3340.5
UDV	UD - Naval Observatory	LE	01	09	0083	\$ 73,916.00		\$ 69,547.04	\$ 143,463.04	\$ 5,524.97	3448
UDC	UD - Counter Sniper	LE	01	11	0083	\$ 87,136.79		\$ 69,014.44	\$ 156,894.28	\$ 6,040.06	3418.5
UND	Uniformed Division	LE	01	05	0083	\$ 68,882.23		\$ 68,797.80	\$ 138,674.67	\$ 4,387.43	3862.5
UDW	UD - White House	LE	01	12	0083	\$ 88,324.28		\$ 68,170.54	\$ 157,053.87	\$ 5,443.73	3558
UDF	UD - Foreign Missions Branch	LE	01	11	0083	\$ 83,428.15		\$ 67,283.62	\$ 152,798.73	\$ 5,485.22	3505.5
UDW	UD - White House	LE	01	04	0083	\$ 62,063.56		\$ 66,875.21	\$ 129,026.12	\$ 425.31	3918.5
UDF	UD - Foreign Missions Branch	LE	04	10	0083	\$ 92,626.05		\$ 66,087.01	\$ 159,132.53	\$ 9,554.29	3116.5
UDW	UD - White House	LE	01	11	0083	\$ 81,052.00		\$ 65,548.01	\$ 146,600.01	\$ 1,382.22	3364.25
UDW	UD - White House	LE	01	11	0083	\$ 84,570.95		\$ 64,775.02	\$ 149,905.02	\$ 7,792.89	3315.75
UDF	UD - Foreign Missions Branch	LE	01	08	0083	\$ 71,095.26		\$ 64,193.17	\$ 135,288.43	\$ 467.71	3607.5
UDW	UD - White House	LE	04	07	0083	\$ 85,383.29		\$ 63,784.39	\$ 149,866.49	\$ 6,954.43	3114.5

UDF	UD - Foreign Missions Branch	LE	01	11	0083	\$	84,431.18			\$	63,625.19	\$	148,056.37	\$	1,105.75	\$	3,295.75
UDW	UD - White House	LE	01	09	0083	\$	72,645.58			\$	63,487.33	\$	137,015.01	\$	5,368.97	\$	3,577
UDF	UD - Foreign Missions Branch	LE	01	10	0083	\$	77,663.22			\$	62,559.15	\$	140,222.37	\$	7,845.20	\$	3,264
UDV	UD - Naval Observatory	LE	01	06	0083	\$	67,262.40			\$	62,120.71	\$	130,224.73	\$	6,533.74	\$	3,374.5
UDW	UD - White House	LE	01	06	0083	\$	67,262.40			\$	61,814.78	\$	129,077.18	\$	3,775.62	\$	3421.5
UDV	UD - Naval Observatory	LE	01	05	0083	\$	60,972.98			\$	61,634.65	\$	123,755.29	\$	6,497.25	\$	3,693
UDK	UD - Canine Section	LE	01	11	0083	\$	86,749.47			\$	61,304.87	\$	148,753.15	\$	1,928.16	\$	3,583
UDE	UD - Emergency Response Team	LE	01	10	0083	\$	82,334.42			\$	61,261.13	\$	143,595.55	\$	1,304.7	\$	3,211.25
UDW	UD - White House	LE	01	04	0083	\$	57,574.40			\$	60,922.81	\$	119,109.30	\$	5,460.76	\$	3,761.5
UDV	UD - Naval Observatory	LE	04	09	0083	\$	90,633.60			\$	60,088.97	\$	151,561.14	\$	16,208.70	\$	3,292.25
UDW	UD - White House	LE	04	12	0083	\$	105,805.28			\$	59,953.79	\$	165,759.07	\$	6,264.65	\$	3,103
SSD	UD - Rowley Training Center	LE	04	10	0083	\$	93,311.79			\$	59,780.25	\$	153,094.04	\$	7,730.66	\$	3,064
UDW	UD - White House	LE	01	14	0083	\$	90,345.60			\$	59,407.23	\$	150,311.88	\$	3,998.99	\$	3,240.75
UDK	UD - Canine Section	LE	01	11	0083	\$	87,136.80			\$	59,270.33	\$	147,348.76	\$	1,167.37	\$	3,540.5
UDC	UD - Counter Sniper	LE	01	10	0083	\$	82,334.45			\$	58,831.11	\$	143,475.11	\$	6,893.39	\$	3,310
UDW	UD - White House	LE	04	08	0083	\$	85,472.70			\$	58,815.80	\$	144,288.50	\$	570.61	\$	3,063.25
UDC	UD - Counter Sniper	LE	01	06	0083	\$	71,290.49			\$	58,481.72	\$	130,853.75	\$	4,645.80	\$	3,466.5
UDK	UD - Canine Section	LE	01	11	0083	\$	87,136.77			\$	58,254.44	\$	145,391.21	\$	22,391.57	\$	3,524
UDE	UD - Emergency Response Team	LE	01	11	0083	\$	87,446.51			\$	57,847.47	\$	145,853.03	\$	21,053.63	\$	3,440.5
RTC	James J Rowley Training Center	LE	04	12	0083	\$	102,341.84			\$	57,817.26	\$	160,857.91	\$	6,888.38	\$	3,095.75
UDV	UD - Naval Observatory	LE	04	11	0083	\$	97,751.93			\$	57,776.32	\$	156,786.12	\$	7,788.25	\$	3,051.5
UDF	UD - Foreign Missions Branch	LE	04	12	0083	\$	106,574.41			\$	57,719.05	\$	164,712.75	\$	3,301.8	\$	2,984.5
UDF	UD - Foreign Missions Branch	LE	01	11	0083	\$	90,147.81			\$	57,662.24	\$	147,810.05	\$	1,511.09	\$	3,493
UDF	UD - Foreign Missions Branch	LE	04	10	0083	\$	92,283.20			\$	57,524.01	\$	150,228.02	\$	511.22	\$	3,136.5
UDK	UD - Canine Section	LE	01	05	0083	\$	66,833.63			\$	57,400.39	\$	124,234.02	\$	8,525.16	\$	3,675
UDF	UD - Foreign Missions Branch	LE	04	12	0083	\$	101,304.83			\$	56,579.07	\$	158,303.19	\$	3,651.6	\$	2,895.75
UDW	UD - White House	LE	04	11	0083	\$	97,752.00			\$	56,420.68	\$	154,390.60	\$	7,235.97	\$	3,155
UDW	UD - White House	LE	01	11	0083	\$	83,733.58			\$	56,312.98	\$	140,605.61	\$	906.16	\$	3,163

UDF	UD - Emergency Response Team	LE	01	05	0083	\$	69,813.44	\$	56,301.97	\$	126,727.50	\$	3,593.67	\$	3585.5
UDF	UD - Foreign Missions Branch	LE	01	10	0083	\$	78,817.41	\$	56,126.81	\$	135,250.26	\$	8,288.49	\$	3238
UDF	UD - Foreign Missions Branch	LE	01	09	0083	\$	80,889.84	\$	56,059.88	\$	137,408.79	\$	2,362.48	\$	3353.75
UDC	UD - Counter Sniper	LE	01	06	0083	\$	68,654.42	\$	55,817.17	\$	126,071.59	\$	4,684.00	\$	3395
UDC	UD - Counter Sniper	LE	01	05	0083	\$	65,705.60	\$	55,714.32	\$	121,663.52	\$	5,430.80	\$	3480.5
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	68,017.66	\$	55,671.82	\$	124,142.34	\$	1,88.04	\$	3474.75
UND	UD - Recruitment Program Assignment	LE	01	10	0083	\$	83,863.99	\$	55,651.71	\$	140,240.91	\$	916.96	\$	3304.5
UDW	UD - White House	LE	01	07	0083	\$	67,738.38	\$	55,578.28	\$	123,316.62	\$	5,506.59	\$	3303.5
UDK	UD - Canine Section	LE	01	07	0083	\$	74,023.77	\$	55,464.18	\$	130,186.76	\$	20,160.77	\$	3582
UDV	UD - Naval Observatory	LE	01	11	0083	\$	82,206.40	\$	55,404.61	\$	138,636.25	\$	6,068.60	\$	3181.5
UDW	UD - White House	LE	01	13	0083	\$	86,292.50	\$	55,380.36	\$	141,672.86	\$	312.91	\$	3015.5
UDW	UD - White House	LE	01	11	0083	\$	82,511.77	\$	55,295.16	\$	137,806.93	\$	191.05	\$	3107.5
UDW	UD - White House	LE	04	12	0083	\$	99,824.75	\$	55,245.62	\$	155,835.48	\$	4,583.33	\$	2977.75
UDC	UD - Counter Sniper	LE	01	07	0083	\$	75,139.58	\$	55,217.04	\$	131,557.35	\$	4,083.08	\$	3456
UDK	UD - Canine Section	LE	04	09	0083	\$	94,049.52	\$	55,176.97	\$	150,204.83	\$	4,018.11	\$	3461
UDW	UD - White House	LE	04	12	0083	\$	104,172.51	\$	55,175.68	\$	159,348.19	\$	5,865.60	\$	2991.25
UDF	UD - Emergency Response Team	LE	01	12	0083	\$	90,302.23	\$	55,144.19	\$	145,446.42	\$	18,449.66	\$	3431.75
UDF	UD - Foreign Missions Branch	LE	05	13	0083	\$	112,716.06	\$	54,837.87	\$	167,333.93	\$	22,616.39	\$	2910.5
UDC	UD - Counter Sniper	LE	01	07	0083	\$	73,220.73	\$	54,092.17	\$	127,772.17	\$	316.43	\$	3328
UDC	UD - Counter Sniper	LE	01	09	0083	\$	80,739.86	\$	53,679.11	\$	135,503.36	\$	921.01	\$	3275.5
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	67,262.39	\$	53,619.58	\$	121,647.08	\$	6,584.34	\$	3413
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	66,358.40	\$	53,588.33	\$	120,366.02	\$	17,206.88	\$	3695.75
UDC	UD - Counter Sniper	LE	01	09	0083	\$	78,031.16	\$	53,381.95	\$	132,217.64	\$	1,69.04	\$	3255.5
UDV	UD - Naval Observatory	LE	01	06	0083	\$	71,290.44	\$	53,364.34	\$	126,108.48	\$	5,025.98	\$	3395.5
UDC	UD - Counter Sniper	LE	01	06	0083	\$	73,893.74	\$	53,228.12	\$	127,585.71	\$	4,067.95	\$	3413.5
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	70,973.65	\$	52,630.46	\$	124,067.65	\$	869.41	\$	3369
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	67,262.39	\$	52,310.58	\$	120,032.04	\$	381.90	\$	3278
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	99,682.48	\$	52,263.35	\$	113,775.39	\$	6,786.54	\$	3517

UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	\$ 59,836.85		\$	\$ 52,189.94	\$	112,026.79	\$	3,949.35	3483.5
UND	UD - Intelligence Division	LE	04	11	0083	\$	\$ 95,385.99		\$	\$ 52,134.77	\$	148,871.44	\$	183.22	3151
UDV	UD - Naval Observatory	LE	01	07	0083	\$	\$ 72,291.22		\$	\$ 51,992.24	\$	124,666.02	\$	181.05	3166.5
UDW	UD - White House	LE	01	11	0083	\$	\$ 82,511.80		\$	\$ 51,831.10	\$	134,901.95	\$	5,989.70	3239.25
UDF	UD - Foreign Missions Branch	LE	04	08	0083	\$	\$ 87,657.62		\$	\$ 51,663.62	\$	139,742.05	\$	5,333.59	3135.25
UDW	UD - White House	LE	01	06	0083	\$	\$ 68,262.08		\$	\$ 51,603.08	\$	120,425.10	\$	4,707.44	3449.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 64,073.60		\$	\$ 51,455.86	\$	116,313.33	\$	140.30	3564.75
UDC	UD - Counter Sniper	LE	01	07	0083	\$	\$ 73,627.11		\$	\$ 51,423.13	\$	126,128.18	\$	4,059.64	3291.75
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	\$ 67,826.89		\$	\$ 51,407.45	\$	119,234.34	\$	489.31	3374.25
UDW	UD - White House	LE	01	05	0083	\$	\$ 62,083.78		\$	\$ 51,084.60	\$	113,966.71	\$	245.41	3548.25
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,064.77		\$	\$ 51,043.89	\$	114,720.75	\$	129.67	3489.5
UDF	UD - Crime Scene Search	LE	01	11	0083	\$	\$ 96,202.09		\$	\$ 50,924.82	\$	147,476.32	\$	359.10	3203.75
UDW	UD - White House	LE	04	11	0083	\$	\$ 100,810.38		\$	\$ 50,886.85	\$	151,697.23	\$	5,240.05	3008.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 66,833.60		\$	\$ 50,811.65	\$	118,414.43	\$	149.13	3288.75
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,513.27		\$	\$ 50,721.01	\$	114,693.35	\$	172.54	3259.5
UDC	UD - Counter Sniper	LE	01	09	0083	\$	\$ 77,211.89		\$	\$ 50,493.27	\$	129,228.21	\$	660.31	3214.25
UDC	UD - Counter Sniper	LE	01	06	0083	\$	\$ 76,464.78		\$	\$ 50,303.77	\$	126,917.54	\$	4,686.27	3488.5
UDW	UD - White House	LE	04	06	0083	\$	\$ 78,340.70		\$	\$ 50,359.73	\$	129,365.54	\$	8,867.30	3133.5
UDF	UD - Foreign Missions Branch	LE	04	10	0083	\$	\$ 98,180.19		\$	\$ 50,666.77	\$	149,126.84	\$	4,728.23	3064.5
UDF	UD - Foreign Missions Branch	LE	04	10	0083	\$	\$ 93,968.17		\$	\$ 50,033.45	\$	144,613.81	\$	7,588.40	3091
UDV	UD - Naval Observatory	LE	04	12	0083	\$	\$ 101,304.88		\$	\$ 49,858.53	\$	151,163.41	\$	535.18	2909
UDF	UD - Foreign Missions Branch	LE	01	11	0083	\$	\$ 81,366.57		\$	\$ 49,830.61	\$	131,197.18	\$	843.31	2987
UDW	UD - White House	LE	01	08	0083	\$	\$ 71,583.19		\$	\$ 49,785.92	\$	122,136.86	\$	3,564.40	3313
UDE	UD - Emergency Response Team	LE	04	08	0083	\$	\$ 86,773.62		\$	\$ 49,709.67	\$	137,321.86	\$	7,196.27	3368.75
UDF	UD - Foreign Missions Branch	LE	01	02	0083	\$	\$ 52,481.09		\$	\$ 49,701.76	\$	102,794.05	\$	7,598.62	3516
UDW	UD - White House	LE	01	03	0083	\$	\$ 55,406.42		\$	\$ 49,666.74	\$	105,073.16	\$	3,839.70	3564.5
UDW	UD - White House	LE	01	11	0083	\$	\$ 81,714.33		\$	\$ 49,666.22	\$	131,799.84	\$	3,206.57	3192.25
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 66,833.59		\$	\$ 49,599.52	\$	117,274.74	\$	3,846.94	3348.5

UDW	UD - White House	LE	01	11	0083	\$	\$	80,409.89	\$	49,367.77	\$	129,777.66	\$	743.12	\$	3045.5
UDW	UD - White House	LE	04	11	0083	\$	\$	97,752.00	\$	49,327.68	\$	148,008.02	\$	6,798.17	\$	3030.5
UDE	UD - Emergency Response Team	LE	01	06	0083	\$	\$	69,648.79	\$	49,316.08	\$	118,964.87	\$	2,18.47	\$	3214.5
SOD	UD - SOD Hammer Unit	LE	04	12	0083	\$	\$	108,174.73	\$	49,261.78	\$	159,625.43	\$	5,527.97	\$	2941.5
UDW	UD - White House	LE	01	08	0083	\$	\$	71,354.65	\$	49,105.34	\$	121,072.08	\$	5,688.98	\$	3060.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$	70,558.39	\$	49,078.01	\$	120,095.47	\$	531.28	\$	3408.5
UDW	UD - White House	LE	01	05	0083	\$	\$	62,293.33	\$	49,053.17	\$	111,958.59	\$	860.91	\$	3459
UDE	UD - Emergency Response Team	LE	01	06	0083	\$	\$	71,290.37	\$	48,988.48	\$	120,737.92	\$	5,713.92	\$	3259
UDW	UD - White House	LE	01	05	0083	\$	\$	60,378.08	\$	48,894.43	\$	109,655.55	\$	5,198.94	\$	3509.25
UDV	UD - Naval Observatory	LE	01	11	0083	\$	\$	86,482.53	\$	48,885.88	\$	136,898.63	\$	8,485.97	\$	3118
UDK	UD - Canine Section	LE	01	09	0083	\$	\$	78,031.12	\$	48,810.53	\$	126,984.31	\$	21,169.83	\$	3387
UDK	UD - Canine Section	LE	04	10	0083	\$	\$	97,816.66	\$	48,761.77	\$	147,556.77	\$	21,974.62	\$	3318
UDF	UD - Foreign Missions Branch	LE	01	04	0083	\$	\$	61,318.08	\$	48,722.36	\$	110,423.00	\$	6,165.92	\$	3546.5
UDV	UD - Naval Observatory	LE	01	11	0083	\$	\$	82,206.36	\$	48,383.82	\$	130,590.18	\$	8,051.29	\$	3055.5
UDW	UD - White House	LE	04	10	0083	\$	\$	97,968.96	\$	48,263.01	\$	142,656.22	\$	9,900.65	\$	3008.5
UDV	UD - Naval Observatory	LE	01	12	0083	\$	\$	90,501.63	\$	48,163.09	\$	138,664.72	\$	7,533.08	\$	3220.25
UDF	UD - Foreign Missions Branch	LE	04	11	0083	\$	\$	96,753.59	\$	48,160.48	\$	144,914.07	\$	9,246.70	\$	2821.25
UDK	UD - Canine Section	LE	01	11	0083	\$	\$	87,138.83	\$	48,144.74	\$	135,281.57	\$	22,539.81	\$	3280.75
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	\$	64,073.52	\$	47,804.42	\$	111,877.94	\$	5,099.88	\$	3311.5
UDW	UD - White House	LE	01	02	0083	\$	\$	52,649.68	\$	47,645.17	\$	100,906.94	\$	6,406.20	\$	3536
UDV	UD - Naval Observatory	LE	01	12	0083	\$	\$	94,022.08	\$	46,964.48	\$	140,986.56	\$	4,261.85	\$	3294
UDF	UD - Foreign Missions Branch	LE	04	11	0083	\$	\$	98,841.60	\$	46,913.78	\$	146,367.47	\$	2,768.74	\$	2959.25
UDC	UD - Counter Sniper	LE	04	09	0083	\$	\$	94,009.49	\$	46,880.18	\$	141,628.48	\$	5,407.76	\$	3019.25
UDW	UD - White House	LE	01	09	0083	\$	\$	75,336.47	\$	46,831.25	\$	122,277.53	\$	4,683.35	\$	2984.25
UDW	UD - Foreign Missions Branch	LE	05	09	0083	\$	\$	95,608.54	\$	46,701.79	\$	142,310.33	\$	20,591.18	\$	3262.5
UDF	UD - Foreign Missions Branch	LE	05	12	0083	\$	\$	108,797.61	\$	46,671.73	\$	156,627.28	\$	21,896.62	\$	3100
UDW	UD - White House	LE	01	05	0083	\$	\$	62,775.84	\$	46,499.07	\$	109,274.91	\$	1,401.11	\$	3211.25
WFO	Washington Field Office	GL	07	10	1811	\$	\$	66,188.80	\$	46,455.47	\$	118,208.98	\$	5,087.70	\$	3397

[illegible]

UDV	UD - Naval Observatory	LE	01	11	0083	\$	\$ 83,122.72		\$	\$ 43,938.66	\$	\$ 127,061.38	\$	\$ 3,544.59	\$	3003.25
UDV	UD - Naval Observatory	LE	01	10	0083	\$	\$ 78,961.72		\$	\$ 43,588.22	\$	\$ 122,550.01	\$	\$ 3,007.96	\$	3099.25
UDE	UD - Emergency Response Team	LE	01	08	0083	\$	\$ 74,493.53		\$	\$ 43,551.91	\$	\$ 118,504.51	\$	\$ 3,464.39	\$	3149
NYC	New York Field Office	GS	13	06	1811	\$	\$ 103,621.30	\$ 25,911.20	\$	\$ 43,469.97	\$	\$ 193,521.01			\$	2998.25
UDV	UD - Naval Observatory	LE	01	11	0083	\$	\$ 85,540.00		\$	\$ 43,461.37	\$	\$ 129,842.99	\$	\$ 7,532.24	\$	2978.5
UDW	UD - White House	LE	01	04	0083	\$	\$ 58,910.40		\$	\$ 43,387.54	\$	\$ 102,910.03	\$	\$ 3,535.59	\$	3389
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	\$ 68,010.40		\$	\$ 43,206.44	\$	\$ 112,058.46	\$	\$ 4,625.61	\$	2971
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,064.81		\$	\$ 43,152.75	\$	\$ 107,288.72	\$	\$ 5,689.93	\$	3243.5
UDC	UD - Counter Sniper	LE	01	04	0083	\$	\$ 62,441.60		\$	\$ 43,149.76	\$	\$ 106,375.23	\$	\$ 4,413.68	\$	3235.75
UDW	UD - White House	LE	04	12	0083	\$	\$ 103,186.74		\$	\$ 43,129.42	\$	\$ 146,316.23	\$	\$ 5,274.24	\$	2900.75
UDF	UD - Foreign Missions Branch	LE	01	02	0083	\$	\$ 52,085.74		\$	\$ 43,108.12	\$	\$ 95,652.93	\$	\$ 3,519.24	\$	3302.5
UDW	UD - White House	LE	01	04	0083	\$	\$ 58,910.40		\$	\$ 42,952.57	\$	\$ 101,862.97	\$	\$ 4,156.41	\$	3295.5
UDV	UD - Naval Observatory	LE	01	14	0083	\$	\$ 89,030.08		\$	\$ 42,926.28	\$	\$ 131,956.36	\$	\$ 5,249.56	\$	3000
UDK	UD - Canine Section	LE	01	05	0083	\$	\$ 66,833.67		\$	\$ 42,893.65	\$	\$ 109,727.32	\$	\$ 18,129.39	\$	3402.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 63,735.00		\$	\$ 42,746.89	\$	\$ 106,940.96	\$	\$ 4,798.48	\$	3217
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	\$ 64,937.42		\$	\$ 42,656.47	\$	\$ 108,193.55	\$	\$ 3,283.90	\$	3139.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 70,806.72		\$	\$ 42,608.74	\$	\$ 114,363.19	\$	\$ 3,414.61	\$	3255
UDW	UD - White House	LE	01	12	0083	\$	\$ 88,048.26		\$	\$ 42,581.94	\$	\$ 132,007.41	\$	\$ 3,016.98	\$	3089.5
UDW	UD - White House	LE	01	06	0083	\$	\$ 68,761.85		\$	\$ 42,542.92	\$	\$ 111,916.86	\$	\$ 4,251.11	\$	3082
UDV	UD - Naval Observatory	LE	01	05	0083	\$	\$ 62,775.87		\$	\$ 42,519.51	\$	\$ 105,295.38	\$	\$ 3,448.22	\$	3260.5
UDW	UD - White House	LE	01	09	0083	\$	\$ 73,226.40		\$	\$ 42,448.70	\$	\$ 116,287.19	\$	\$ 5,126.94	\$	3149
UDW	UD - White House	LE	01	04	0083	\$	\$ 58,910.44		\$	\$ 42,341.82	\$	\$ 101,711.33	\$	\$ 2,705.07	\$	3171
UDC	UD - Counter Sniper	LE	01	06	0083	\$	\$ 69,814.41		\$	\$ 42,248.98	\$	\$ 112,522.46	\$	\$ 4,332.06	\$	3173.5
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	\$ 63,583.92		\$	\$ 42,233.31	\$	\$ 105,817.23	\$	\$ 3,766.01	\$	3178.5
UDF	UD - Foreign Missions Branch	LE	01	08	0083	\$	\$ 77,670.57		\$	\$ 42,213.81	\$	\$ 120,343.45	\$	\$ 6,163.93	\$	3118
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	\$ 66,316.75		\$	\$ 42,167.73	\$	\$ 108,484.48	\$	\$ 9,248.73	\$	3263
UDK	UD - Canine Section	LE	01	09	0083	\$	\$ 78,748.19		\$	\$ 42,138.05	\$	\$ 121,585.05	\$	\$ 20,181.21	\$	3144
UDK	UD - Canine Section	LE	01	11	0083	\$	\$ 86,695.29		\$	\$ 42,117.98	\$	\$ 128,813.27	\$	\$ 21,264.87	\$	3326

UDW	UD - White House	LE	01	02	0083	\$	51,634.42			\$	42,062.88	\$	93,697.30	\$	3,996.48		3424.5
UDW	UD - White House	LE	01	04	0083	\$	60,974.24			\$	41,919.93	\$	101,994.17	\$	5,078.80		3393.5
UND	UD - Recruitment Program Assignment	LE	01	11	0083	\$	83,072.29			\$	41,848.94	\$	126,499.57	\$	2,921.01		3019.75
UDW	UD - White House	LE	01	04	0083	\$	58,910.40			\$	41,700.87	\$	100,611.27	\$	5,327.53		3103
UDV	UD - Naval Observatory	LE	01	12	0083	\$	87,098.56			\$	41,623.61	\$	128,722.17	\$	3,016.26		3044
UDF	UD - Foreign Missions Branch	LE	04	07	0083	\$	84,190.06			\$	41,597.58	\$	127,266.86	\$	7,848.01		3058
UDK	UD - Canine Section	LE	01	05	0083	\$	67,081.91			\$	41,470.83	\$	108,552.74	\$	16,067.52		3369
UDW	UD - White House	LE	01	12	0083	\$	85,979.59			\$	41,463.42	\$	127,755.24	\$	6,974.37		2912
UDW	UD - White House	LE	01	04	0083	\$	60,661.45			\$	41,456.41	\$	102,117.86	\$	4,143.23		3238
UDW	UD - White House	LE	04	11	0083	\$	98,841.63			\$	41,381.76	\$	140,223.39	\$	4,575.36		2925
UDF	UD - Foreign Missions Branch	LE	04	06	0083	\$	76,286.80			\$	41,284.65	\$	118,030.52	\$	6,148.16		2863
UDK	UD - Canine Section	LE	04	11	0083	\$	103,609.52			\$	41,239.88	\$	145,827.74	\$	25,634.89		3074
UDW	UD - White House	LE	01	05	0083	\$	63,999.13			\$	41,179.84	\$	105,091.06	\$	3,198.69		3245
WFO	Washington Field Office	GL	07	10	1811	\$	66,579.45	\$	1,620.00	\$	41,154.42	\$	114,152.42	\$	5,259.29		3282.5
UDW	UD - White House	LE	01	05	0083	\$	60,647.86			\$	41,106.59	\$	101,754.45	\$	4,085.60		3256.5
SSD	UD - Rowley Training Center	LE	04	10	0083	\$	92,283.16			\$	41,075.17	\$	134,659.01	\$	4,454.86		2892.5
UDW	UD - White House	LE	01	12	0083	\$	86,675.60			\$	41,065.74	\$	128,200.41	\$	2,800.06		3022.25
UDF	UD - Crime Scene Search	LE	01	06	0083	\$	70,620.98			\$	41,021.00	\$	111,948.02	\$	4,670.59		3124.25
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	61,435.38			\$	41,012.52	\$	102,447.70	\$	6,889.26		3237
UDF	UD - Foreign Missions Branch	LE	01	11	0083	\$	82,817.20			\$	40,956.72	\$	124,996.42	\$	13,492.18		2920.75
UDC	UD - Counter Sniper	LE	04	12	0083	\$	106,190.80			\$	40,948.56	\$	147,698.41	\$	4,259.79		2860
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	60,892.21			\$	40,934.87	\$	101,827.08	\$	4,605.27		3238.5
UDE	UD - Emergency Response Team	LE	04	06	0083	\$	81,168.85			\$	40,854.79	\$	123,001.98	\$	12,857.90		3256.5
SOD	UD - SOB Hammer Unit	LE	04	08	0083	\$	89,589.55			\$	40,853.51	\$	131,557.58	\$	3,813.82		2933.5
UDF	UD - Foreign Missions Branch	LE	01	07	0083	\$	69,237.92			\$	40,829.23	\$	110,679.24	\$	7,854.34		3076
UDW	UD - White House	LE	01	02	0083	\$	51,634.40			\$	40,813.88	\$	92,448.28	\$	4,402.74		3262.5
UDK	UD - Canine Section	LE	01	08	0083	\$	76,802.38			\$	40,607.61	\$	117,469.99	\$	19,179.79		3255
JFK	JFK Resident Office	GS	13	05	1811	\$	101,320.00	\$	25,324.80	\$	40,543.82	\$	184,961.86	\$			2983

UDW	UD - White House	LE	01	05	0083	\$	\$ 63,064.82		\$	40,520.01	\$	104,043.90	\$	4,228.43	\$	3,175.5
UDW	UD - White House	LE	01	04	0083	\$	\$ 59,129.25		\$	40,458.78	\$	100,659.19	\$	5,167.79	\$	330.4
UDW	UD - White House	LE	01	04	0083	\$	\$ 59,348.15		\$	40,399.23	\$	100,359.47	\$	3,674.11	\$	330.5
UDW	UD - White House	LE	04	10	0083	\$	\$ 92,968.94		\$	40,375.10	\$	135,044.13	\$	3,372.47	\$	2,906.25
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,052.88		\$	40,371.21	\$	104,036.18	\$	3,492.13	\$	317.6
UDW	UD - White House	LE	01	04	0083	\$	\$ 57,595.04		\$	40,310.35	\$	98,517.48	\$	3,524.79	\$	313.1
UDW	UD - White House	LE	01	04	0083	\$	\$ 58,764.80		\$	40,297.96	\$	99,674.85	\$	3,377.33	\$	330.9
UDW	UD - Naval Observatory	LE	05	11	0083	\$	\$ 104,879.08		\$	40,290.00	\$	145,551.64	\$	12,831.79	\$	2,772.25
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,064.82		\$	40,234.01	\$	104,510.58	\$	4,723.15	\$	3,229.5
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	\$ 61,216.45		\$	40,157.32	\$	101,373.77	\$	3,018.88	\$	320.6
UDW	UD - White House	LE	01	05	0083	\$	\$ 61,231.91		\$	40,083.87	\$	101,927.87	\$	5,712.26	\$	3,207.5
UDF	UD - Foreign Missions Branch	LE	05	09	0083	\$	\$ 93,697.45		\$	40,003.14	\$	134,698.46	\$	15,168.35	\$	283.5
UDW	UD - White House	LE	01	11	0083	\$	\$ 83,797.77		\$	39,969.43	\$	123,767.20	\$	8,627.68	\$	294.1
UDW	UD - White House	LE	01	04	0083	\$	\$ 60,661.44		\$	39,930.57	\$	100,592.01	\$	2,718.93	\$	3163.5
UDW	UD - White House	LE	01	12	0083	\$	\$ 99,361.45		\$	39,850.16	\$	139,211.61	\$	4,022.83	\$	2,998.25
UDC	UD - Counter Sniper	LE	01	04	0083	\$	\$ 62,441.45		\$	39,759.81	\$	102,201.26	\$	4,461.83	\$	3125.25
UDE	UD - Emergency Response Team	LE	01	04	0083	\$	\$ 62,441.62		\$	39,745.59	\$	102,646.28	\$	9,944.36	\$	3107
UDV	UD - Naval Observatory	LE	01	10	0083	\$	\$ 79,683.11		\$	39,669.09	\$	119,352.20	\$	2,760.34	\$	2835
UDK	UD - Canine Security	LE	01	11	0083	\$	\$ 87,136.72		\$	39,630.87	\$	126,767.56	\$	20,875.70	\$	3095
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 73,903.93		\$	39,588.17	\$	113,816.90	\$	4,060.56	\$	3453
UDW	UD - White House	LE	01	05	0083	\$	\$ 59,875.85		\$	39,562.97	\$	99,438.82	\$	4,173.33	\$	3076.5
UDE	UD - Emergency Response Team	LE	04	06	0083	\$	\$ 81,343.79		\$	39,536.87	\$	121,859.00	\$	16,841.28	\$	3299.75
UDC	UD - Counter Sniper	LE	01	04	0083	\$	\$ 62,441.47		\$	39,508.92	\$	102,135.99	\$	4,812.42	\$	3086.5
UDW	UD - White House	LE	01	05	0083	\$	\$ 63,299.14		\$	39,494.11	\$	103,405.34	\$	4,212.78	\$	3063
UDW	UD - White House	LE	01	04	0083	\$	\$ 59,129.27		\$	39,473.52	\$	99,193.37	\$	4,783.83	\$	3222.5
UDW	UD - White House	LE	04	10	0083	\$	\$ 97,816.88		\$	39,463.26	\$	138,328.36	\$	7,439.65	\$	2797
UDW	UD - White House	LE	04	11	0083	\$	\$ 98,099.45		\$	39,432.24	\$	137,531.70	\$	2,999.20	\$	2762.25
UDC	UD - Counter Sniper	LE	01	05	0083	\$	\$ 65,052.80		\$	39,310.76	\$	104,961.83	\$	6,599.74	\$	3141.5

UND	UD - Recruitment Program Assignment	LE	01	05	0083	\$	60,765.21				\$	39,310.47	\$	101,144.83	\$	4,624.29	3235
UDF	UD - Foreign Missions Branch	LE	01	04	0083	\$	59,567.04					39,305.83	\$	99,386.76	\$	4,363.14	3245.5
UDF	UD - Foreign Missions Branch	LE	04	11	0083	\$	98,841.59					39,260.54	\$	138,521.42	\$	9,026.56	2768.5
UDW	UD - White House	LE	05	07	0083	\$	86,276.00					39,077.59	\$	126,644.78	\$	18,354.58	3061.5
UDW	UD - White House	LE	01	05	0083	\$	59,064.80					39,019.73	\$	98,543.60	\$	5,588.21	3232
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	63,584.00					39,010.22	\$	103,512.36	\$	3,402.67	3178.5
UDV	UD - Naval Observatory	LE	01	12	0083	\$	88,048.24					38,998.41	\$	127,046.65	\$	3,043.36	2845.25
UDW	UD - White House	LE	01	09	0083	\$	72,935.83					38,993.06	\$	112,540.98	\$	5,818.26	2877.5
UDV	UD - Naval Observatory	LE	04	11	0083	\$	97,752.00					38,898.24	\$	137,721.39	\$	5,183.22	2821.25
UDR	UD - Prairie Chapel Ranch	LE	01	07	0083	\$	63,474.40					38,883.42	\$	102,357.82	\$	4,659.90	2976.5
UDK	UD - Canine Section	LE	01	10	0083	\$	82,334.38					38,720.81	\$	121,055.19	\$	19,634.52	3259.5
UDV	UD - Naval Observatory	LE	04	11	0083	\$	99,568.00					38,708.68	\$	138,276.68	\$	7,152.41	2779.25
UDW	UD - White House	LE	01	03	0083	\$	56,014.47					38,674.81	\$	94,689.28	\$	1,266.07	3250
UDW	UD - White House	LE	01	03	0083	\$	55,035.70					38,671.32	\$	93,707.03	\$	3,443.56	3185.5
UDF	UD - Foreign Missions Branch	LE	01	02	0083	\$	51,634.49					38,628.86	\$	90,875.44	\$	6,403.54	3200.5
UDK	UD - Canine Section	LE	01	12	0083	\$	90,302.37					38,552.58	\$	129,106.59	\$	10,948.05	3097
UDW	UD - White House	LE	01	04	0083	\$	59,785.93					38,484.92	\$	98,270.85	\$	3,172.81	3182
BAL	Baltimore Field Office	GS	13	08	1811	\$	105,729.20	\$	26,345.60			38,432.87	\$	190,834.15			2905
UDW	UD - White House	LE	01	03	0083	\$	55,615.68					38,431.05	\$	94,046.73	\$	3,913.52	3041.5
UDE	UD - Emergency Response Team	LE	01	08	0083	\$	75,857.27					38,374.03	\$	114,537.34	\$	3,793.73	3049
UDV	UD - Naval Observatory	LE	01	05	0083	\$	63,170.19					38,329.70	\$	101,598.39	\$	5,058.08	3133
UDW	UD - White House	LE	04	09	0083	\$	85,820.09					38,297.90	\$	124,117.99	\$	4,529.56	2756.5
UDF	UD - Foreign Missions Branch	LE	01	04	0083	\$	60,004.81					38,242.04	\$	98,858.94	\$	3,419.54	3244
UDV	UD - Naval Observatory	LE	05	10	0083	\$	98,828.76					38,150.99	\$	137,958.09	\$	20,832.28	2960.5
UDW	UD - White House	LE	01	04	0083	\$	58,910.40					38,141.47	\$	97,357.91	\$	4,162.02	3157.5
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	65,891.83					38,104.43	\$	103,996.36	\$	3,916.38	3088.5
UDF	UD - Foreign Missions Branch	LE	05	08	0083	\$	88,879.07					38,026.59	\$	128,093.65	\$	20,107.25	3194
UDV	UD - Naval Observatory	LE	01	05	0083	\$	59,721.44					37,975.85	\$	97,697.29	\$	3,140.22	3156

UDE	UD - Emergency Response Team	LE	01	05	0083	\$	68,075.22			\$	37,967.37	\$	106,042.59	\$	15,922.74	\$	399.25
UDK	UD - Canine Section	LE	01	10	0083	\$	82,334.39			\$	37,913.67	\$	120,248.06	\$	17,655.03	\$	3176.75
DPD	Dignitary Protective Division											\$					
UDC	UD - Counter Sniper	GS	13	04	1811	\$	90,703.20	\$	22,672.80	\$	37,876.02	\$	167,018.57				2981.75
UDW	UD - White House	LE	04	11	0083	\$	105,775.77				37,773.01	\$	144,882.77	\$	5,475.26	\$	2821
UDW	UD - White House	LE	01	05	0083	\$	61,849.41				37,671.36	\$	100,132.86	\$	4,634.66	\$	3189
UDW	UD - White House	LE	04	06	0083	\$	78,050.53				37,667.69	\$	115,718.22	\$	3,907.99	\$	2966
UDW	UD - White House	LE	01	04	0083	\$	57,574.40				37,618.01	\$	95,727.99	\$	4,744.93	\$	3079.5
UDV	UD - Naval Observatory	LE	01	10	0083	\$	77,663.26				37,615.80	\$	115,279.06	\$	10,307.30	\$	2947.25
UDW	UD - White House	LE	01	04	0083	\$	58,910.40				37,595.42	\$	97,117.91	\$	3,780.71	\$	3235
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	57,008.60				37,548.21	\$	94,556.84	\$	6,040.61	\$	2873.5
UDW	UD - White House	LE	01	05	0083	\$	63,299.15				37,473.52	\$	101,384.76	\$	1,824.16	\$	3162.5
VPD	Vice Presidential Protective Division	GS	12	02	1802	\$	74,295.04	\$	18,446.40	\$	37,408.64	\$	131,897.11	\$	17,675.83	\$	3064
UDW	UD - White House	LE	01	04	0083	\$	60,004.80				37,405.41	\$	97,410.21	\$	4,216.99	\$	3120.5
UDW	UD - White House	LE	01	03	0083	\$	56,823.51				37,389.59	\$	94,213.10	\$	4,016.71	\$	3155
PRV	Providence Resident Office	GS	13	03	1811	\$	90,533.60	\$	22,636.00	\$	37,356.17	\$	152,142.72			\$	2992.75
UDW	UD - White House	LE	01	11	0083	\$	79,857.59				37,265.11	\$	117,734.79	\$	3,696.02	\$	2669.5
UDF	UD - Foreign Missions Branch	LE	01	04	0083	\$	59,348.16				37,261.22	\$	96,609.38	\$	4,811.02	\$	3144.5
UDW	UD - White House	LE	01	05	0083	\$	61,424.08				37,254.88	\$	98,678.96	\$	3,707.21	\$	3129
UDW	UD - White House	LE	01	04	0083	\$	58,342.40				37,218.44	\$	95,560.84	\$	5,243.38	\$	3079.25
UDK	UD - Canine Section	LE	01	11	0083	\$	89,079.51				37,192.10	\$	126,271.61	\$	19,157.98	\$	3074.25
UDW	UD - White House	LE	04	11	0083	\$	98,538.96				37,146.71	\$	135,675.67	\$	3,943.92	\$	2883
UDW	UD - White House	LE	01	04	0083	\$	58,764.80				37,140.21	\$	96,517.10	\$	5,972.15	\$	3098.5
UDV	UD - Naval Observatory	LE	01	12	0083	\$	85,199.27				37,120.20	\$	124,066.49	\$	4,394.81	\$	2873
UDW	UD - White House	LE	01	04	0083	\$	58,910.38				37,106.49	\$	96,760.29	\$	3,992.72	\$	3103.5
UDW	UD - White House	LE	01	05	0083	\$	61,982.51				37,097.51	\$	99,080.02	\$	3,940.02	\$	3068.5
SSD	Rowley Training Center	LE	04	08	0083	\$	83,321.95				37,053.92	\$	123,064.46	\$	5,198.17	\$	2852.5
UDE	Emergency Response Team	LE	01	08	0083	\$	74,230.25				36,975.29	\$	111,970.66	\$	4,445.74	\$	3046.5

UDW	UD - White House	LE	01	02	0083	\$	53,271.70			\$	36,937.90	\$	90,209.60	\$	3,406.24	3182.5
UDW	UD - White House	LE	04	08	0083	\$	83,979.25			\$	36,935.73	\$	122,139.16	\$	6,702.20	2898
UDW	UD - White House	LE	01	04	0083	\$	57,662.96			\$	36,896.74	\$	95,630.86	\$	5,627.39	3167.5
UDW	UD - White House	LE	01	04	0083	\$	\$7,574.40			\$	36,888.04	\$	95,380.57	\$	3,986.64	3194.5
UDF	UD - Foreign Missions Branch	LE	01	02	0083	\$	51,820.89			\$	36,877.30	\$	89,450.93	\$	5,006.38	3151
UDW	UD - White House	LE	01	04	0083	\$	\$8,519.04			\$	36,836.12	\$	95,355.16	\$	5,724.60	3166.25
UDW	UD - White House	LE	01	06	0083	\$	67,262.28			\$	36,769.31	\$	104,031.59	\$	6,147.22	2910
UDK	UD - Canine Section	LE	01	05	0083	\$	62,604.67			\$	36,739.24	\$	99,343.91	\$	16,359.12	3062
UDV	UD - Naval Observatory	LE	01	07	0083	\$	70,459.99			\$	36,672.75	\$	107,132.74	\$	4,481.87	3072.25
UDE	UD - Emergency Response Team	LE	01	05	0083	\$	63,257.63			\$	36,561.44	\$	99,819.07	\$	4,102.41	2946.5
UDK	UD - Canine Section	LE	01	06	0083	\$	67,164.81			\$	36,546.22	\$	104,724.46	\$	15,607.54	3299
UDK	UD - Canine Section	LE	01	04	0083	\$	62,441.49			\$	36,540.08	\$	99,746.68	\$	14,353.34	3064.5
ATL	Atlanta Field Office	GS	13	03	1811	\$	83,998.16	\$ 21,989.60		\$	36,526.13	\$	150,350.15	\$		3061.25
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	\$3,064.77			\$	36,514.39	\$	99,579.16	\$	3,112.99	3079
UDV	UD - Naval Observatory	LE	01	11	0083	\$	91,628.00			\$	36,494.73	\$	128,122.23	\$	3,078.22	3125
UDW	UD - White House	LE	01	05	0083	\$	62,083.74			\$	36,421.32	\$	98,505.06	\$	2,194.51	3121
RTC	James J Rowley Training Center	GS	13	06	1811	\$	99,191.16	\$ 24,598.40		\$	36,408.13	\$	168,501.95	\$		2927.75
UDF	UD - Foreign Missions Branch	LE	01	06	0083	\$	68,740.32			\$	36,347.69	\$	105,088.01	\$	3,525.09	2947
UDW	UD - White House	LE	01	04	0083	\$	60,223.68			\$	36,346.86	\$	96,701.87	\$	3,966.78	3186.5
UDW	UD - White House	LE	01	05	0083	\$	64,216.27			\$	36,273.40	\$	101,101.76	\$	2,383.43	3152.5
UDW	UD - White House	LE	01	05	0083	\$	69,712.85			\$	36,148.47	\$	106,549.91	\$	3,199.92	3359.5
UDW	UD - White House	LE	01	05	0083	\$	61,072.01			\$	36,124.65	\$	97,196.66	\$	4,046.16	3106
UDF	UD - Foreign Missions Branch	LE	01	05	0083	\$	64,755.73			\$	36,116.00	\$	100,871.73	\$	2,372.51	3043.5
UDW	UD - White House	LE	01	03	0083	\$	55,033.72			\$	36,069.74	\$	91,105.46	\$	2,288.98	3157.5
UDC	UD - Counter Sniper	LE	01	05	0083	\$	66,323.52			\$	36,040.10	\$	102,562.28	\$	3,712.52	3070
CHI	Chicago Field Office	GS	13	04	1811	\$	95,976.80	\$ 24,000.00		\$	36,000.27	\$	157,484.96	\$		2938.5
UDF	UD - Foreign Missions Branch	LE	01	04	0083	\$	\$7,094.40			\$	35,890.85	\$	93,691.52	\$	5,794.93	3184
UDC	UD - Counter	LE	01	04	0083	\$	\$2,441.68			\$	35,867.22	\$	93,691.52	\$	2,441.68	2982

UDW	UD - White House	LE	04	11	0083	\$	102,605.80		\$	35,844.96	\$	138,450.76	\$	8,931.69	2869
UDF	UD - Crime Scene Search	LE	01	11	0083	\$	85,007.76		\$	35,809.36	\$	121,582.24	\$	3,699.23	2926
UDF	UD - Foreign Missions Branch	LE	01	07	0083	\$	68,595.16		\$	35,751.98	\$	104,959.23	\$	6,823.42	2881.75
UDE	UD - Emergency Response Team	LE	01	03	0083	\$	56,378.44		\$	35,746.63	\$	92,125.07	\$	3,492.13	3072.5
UDW	UD - White House	LE	04	09	0083	\$	85,819.99		\$	35,733.83	\$	121,553.82	\$	5,739.27	2684
UDF	UD - Foreign Missions Branch	LE	04	09	0083	\$	89,617.45		\$	35,709.94	\$	125,748.20	\$	6,064.48	2759.5
UDW	UD - White House	LE	04	12	0083	\$	99,203.99		\$	35,666.49	\$	134,870.48	\$	3,795.93	2778.5
UDF	UD - Foreign Missions Branch	LE	01	03	0083	\$	54,362.42		\$	35,470.71	\$	89,833.13	\$	4,847.02	3117
UDV	UD - Naval Observatory	LE	01	02	0083	\$	52,085.67		\$	35,413.27	\$	87,498.94	\$	3,795.93	3138.5
UDW	UD - White House	LE	01	04	0083	\$	58,910.40		\$	35,400.78	\$	95,076.30	\$	4,205.78	3089
UDW	UD - White House	LE	01	03	0083	\$	53,705.28		\$	35,387.31	\$	89,398.63	\$	4,336.86	3150.75
UDK	UD - Canine Section	LE	01	06	0083	\$	71,290.39		\$	35,377.02	\$	106,667.41	\$	16,756.79	3297
UDW	UD - White House	LE	01	05	0083	\$	63,787.53		\$	35,374.83	\$	99,501.62	\$	4,282.40	3156.25
UDW	UD - White House	LE	01	11	0083	\$	85,706.66		\$	35,277.49	\$	120,984.15	\$	3,186.95	3035.5
UDW	UD - White House	LE	01	11	0083	\$	82,206.37		\$	35,259.99	\$	118,078.45	\$	4,870.31	2909.5
UDW	UD - White House	LE	01	05	0083	\$	63,064.86		\$	35,190.60	\$	98,867.55	\$	6,698.67	3102.5
UDW	UD - White House	LE	01	12	0083	\$	86,782.00		\$	35,044.59	\$	121,826.59	\$	4,751.44	2916
UDF	UD - Foreign Missions Branch	LE	04	10	0083	\$	92,283.20		\$	35,019.51	\$	127,302.71	\$	4,512.05	2814.5
UDW	UD - White House	LE	04	11	0083	\$	98,841.59		\$	35,017.08	\$	134,815.07	\$	4,278.25	2827.5
UDF	UD - Foreign Missions Branch	LE	04	09	0083	\$	87,483.99		\$	35,003.00	\$	123,099.08	\$	4,698.59	2891.5

USSS Role in 2008 Presidential Campaign

Question: Please provide for the record a chart that shows the number of campaign stops handled by the Secret Service for each of the past 4 elections, or as far back as historical records allow.

ANSWER: Historically, the U.S. Secret Service has provided budget information to the Committee based on the number of campaign protection days, which is how the agency budgets for a campaign. Specific information regarding the number of campaign stops is not readily available.

	Protection Days	Candidates/Nominees	Spouses
2008 Campaign	1071	5	4 *
2004 Campaign	454	2	2
2000 Campaign	452	4	3
1996 Campaign	364	3	2
1992 Campaign	524	6	3
1988 Campaign	1,072	9	3
1984 Campaign	1,028	8	2
1980 Campaign	1,225	7	5
1976 Campaign	2,061	16	3
1972 Campaign	1,037	14	3
1968 Campaign	752	12	4

**Does not include former President Clinton.*

USSS Role in 2009 Presidential Inauguration

Question: The after-action report discusses how people stuck in the north-bound tube of the 3rd Street tunnel contacted the Multi-Agency Coordination Center (MACC), but that officers assumed the calls were coming from the south-bound tube because the north-bound tube was supposed to be closed to pedestrian traffic. Why wasn't the Multi-Agency Coordination Center aware of the crowd stuck in the 3rd Street tunnel? Was the MACC observing feeds from the various traffic cameras around the city? Was there a live camera feed from the north-bound tube of the 3rd Street tunnel?

ANSWER: Per planning, MACC personnel were aware that the southbound tube of the Third Street tunnel was open to north and southbound pedestrian traffic. The northbound tube of the Third Street tunnel was reserved for emergency vehicles only.

The MACC was not fully aware that pedestrians unexpectedly began to utilize the northbound tube of the Third Street tunnel as a queuing area. Crowds formed a line in the tunnel believing they could access the purple entry gate through Exit 9, the First and C Streets spur. The people who entered this line were in the tunnel for several hours in a line that did not progress. At approximately 5:30 a.m., the DC Metropolitan Police Department (MPD) deployed one Civil Disturbance Unit (CDU) team to the tunnel. Upon the CDU team's arrival, the northbound tube of the tunnel was already full but orderly. Therefore, the MPD CDU team departed the northbound tube of the tunnel and established crowd management posts along the D Street corridor.

The MPD has listened to dispatch recordings from the morning of Inauguration Day. Other than the CDU team that was dispatched to monitor the crowd which amassed in the northbound tube of the Third Street tunnel at 5:30 a.m., MPD did not find any other evidence that motorcades, emergency vehicles or other law enforcement officials reported that pedestrians were utilizing the northbound tube. As a result, the MACC was never notified by law enforcement personnel that a crowd was "stuck" in the tunnel.

As reported, several telephone calls from ticketholders standing in the tunnel were received in the MACC and the MACC was under the impression the callers were talking about being in the southbound tunnel (since the northbound tunnel was not planned for pedestrian use). When the calls were relayed to command center officials, including the MACC, they determined that the tunnel (southbound) was still open and crowds were flowing. Therefore, it is unfortunate that the crowd situation in the northbound tunnel was not accurately reported to the MACC. This remains a regrettable mistake which could have been addressed and adjusted had the information been relayed.

Thus, it should be noted, that when the MACC does receive full information, the operational structure proves highly effective. Individual agency representatives assigned to the MACC are able to coordinate and communicate with other law enforcement agencies and quickly resolve issues brought to their attention.

MACC personnel did have access to live feeds from various sources to include:

- Direct feed from fixed wing aircraft to the USSS Washington Field Office (WFO) utilizing a roof mount antenna and video display on the WFO MACC video wall. This was accomplished through military assets (Air National Guard) and requested by the Executive Steering Committee.
- Direct feed from U.S. Park Police (USPP) helicopter to WFO for WFO MACC video wall display.
- **Federal Bureau of Investigation (FBI)** - Video feeds from locations on the National Mall and displayed on the WFO MACC video wall. Coordinated with FBI utilizing the Tsunami Link at WFO tied into the FBI. The Tsunami link was also utilized as a backup for the above mentioned feeds in case the WFO feed was lost and a backup feed from the FBI was necessary.
- **District Department of Transportation (DDOT)** - Web based with DDOT permission for log in and viewing in the WFO MACC on the video wall.

In addition to the above video feeds, the MACC had links to cameras monitored by the MPD Joint Operations Center (JOC). Additionally, MACC representatives monitored other websites, i.e., WTOP's TrafficLand.com when situations warranted.

MACC personnel did not have access to the live camera feed from the northbound tube of the Third Street tunnel. The Inaugural Review Team (IRT) learned that there was an active camera positioned in the northbound tube of the Third Street tunnel. This camera was the property of DDOT and not actively monitored due to the fact that per inaugural planning the northbound tube of the 3rd Street tunnel was not expected to be utilized by pedestrians. Future consideration will be given to examining the ability to provide live camera feeds for all appropriate and available event area cameras into the MACC for review by assigned personnel.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE KEN CALVERT

Mark Sullivan, Director, U.S. Secret Service

Phillip Morse, Chief, U.S. Capitol Police

Protecting our Nation's Leaders: Challenges of 2008
Presidential Campaign and the 56th Presidential Inauguration

Investigative Accomplishments

Question: Mr. Sullivan – In your testimony, you state, “that the Secret Service has observed a significant increase in the quantity, quality, and complexity of cases targeting financial institutions in the United States.” One trend you point to notes a 47 percent increase in the number of mortgage fraud cases opened and investigated in the United States.

Earlier today, FBI Director Robert Mueller testified before the Senate Judiciary Committee about the current status of his bureau, and said the FBI has seen mortgage fraud cases alone balloon to more than 2,000, in addition to more than 566 open corporate fraud investigations. He stated that the case-load has strained the FBI's resources and caused the FBI to shift resources from other criminal programs to address the current financial crisis.

Is the work-load the Secret Service experiencing, with the 47% increase, going to necessitate a sizable increase in your budget in FY10 to provide the resources your agency needs to continue with mortgage fraud and financial crisis-related cases?

ANSWER: In the past three years, the Secret Service has observed a significant increase in the quantity, quality, and complexity of cases targeting U.S. financial institutions that has put a strain on this agency's investigative workforce. Criminal trends show a marked increase in data breaches, mortgage fraud, and other financial fraud schemes. These crimes are both national and transnational in nature and have placed additional burdens on a banking system already struggling as a result of the economic crisis.

As the largest economic crisis that has hit this nation in generations continues to challenge the viability of our financial institutions, all indications are that we will continue to see large increases in mortgage fraud and other types of financial fraud designed to target the government's stimulus packages. As noted in my earlier testimony, from FY 2006 to FY 2008, the Secret Service noted a 47% increase in the number of mortgage fraud cases opened and investigated throughout the United States. These cases account for nearly \$81 million in losses to our financial institutions with potential losses in excess of \$247 million. In addition, losses associated with mortgage fraud alone are estimated to be between \$4 and \$6 billion annually. As no single agency will be positioned to handle the dramatic increase in fraud, we must ensure that we have the appropriate resources and personnel in place to investigate and prosecute these crimes as statutorily mandated.

While the Secret Service has well-established programs to investigate financial crimes, the marked increase in the number of cases linked to mortgage and other financial fraud has put further strain on the Secret Service's investigative workforce. Provided sufficient resources, the Secret Service's expertise in financial fraud investigations, established law enforcement and public sector partnerships provided through our Financial and Electronic Crimes Task Forces (FCTFs and ECTFs), and specialized support provided by our Criminal

Investigative Section (CIS), can have an immediate and direct impact on the financial crimes plaguing our banks, mortgage lenders, and government institutions.

The Fraud Enforcement and Recovery Act (FERA) of 2009 (S. 386), which passed the Senate on April 28, 2009, and is strongly supported by the Administration, authorizes \$20 million in both fiscal years 2010 and 2011 for the Secret Service to combat financial fraud. If appropriated, the additional funds authorized in FERA would provide sufficient resources to strengthen existing Secret Service programs that are specifically designed to combat and prevent mortgage fraud and other financial crimes.

Investigative Mission and Financial Crimes

Question: Mr. Sullivan – In your testimony, you state that the Secret Service field offices around the world closed 7,303 financial crimes, counterfeit, and other criminal cases which resulted in 8,294 arrests.

Can you put that number into context –How does the financial crime rate compare with previous years? Can you explain if white-collar crime or drug cartel connections were dramatically up or drove that trend?

ANSWER: In FY 06, the Secret Service closed 9,735 financial and counterfeit crime cases resulting in 6,496 arrests.

In FY 07, the Secret Service closed 8,232 financial and counterfeit crime cases resulting in 6,713 arrests.

In FY 08, the Secret Service closed 7,303 financial and counterfeit crime cases resulting in 8,294 arrests.

FY 08 was an extraordinary year for the Secret Service. Although substantial resources were diverted for a historical presidential campaign and numerous National Special Security Events, the Office of Investigations effectively used its resources to perform our investigative function in an exemplary fashion. The Secret Service continues to work high-quality investigations and has observed during the past three years a significant increase in the quality and complexity of cases targeting U.S. financial institutions in the United States and around the world. The Secret Service will continue to prioritize investigative cases by focusing resources on those investigations that have a significant impact on our communities and on our nation's critical financial infrastructure.

With the exception of counterfeit and stored value card investigations, the white collar criminals that the Secret Service is currently targeting do not appear to have a direct connection with any drug cartels. Secret Service investigations have not revealed any direct influence by drug cartels on the marked increase in financial fraud schemes. Ongoing Secret Service counterfeit investigations have revealed a consistent link between Asian and South American drug trafficking groups and counterfeit currency. The Secret Service has obtained information that indicates drug cartels are acquiring high quality counterfeit to be used as the purchase medium for narcotics, as well as operational funding. Several high profile Secret Service investigations targeting counterfeit distribution rings have overlapped into narcotics networks requiring direct coordination with the Drug Enforcement Administration.

Currently, the Secret Service has no stored value card investigations involving known drug cartel members. However, investigations with other federal law enforcement agencies indicate that members of drug cartels could be using stored value cards to move large sums of money across international borders.

In recent years, the combination of the information revolution and the effects of globalization have caused the investigative mission of the Secret Service to increase and evolve. The advent of technology and the Internet has created a white collar transnational "cyber criminal". The Secret Service has observed a marked increase in the quantity, quality, and complexity of cyber cases targeting U.S. financial institutions and critical

infrastructure. These crimes are transnational in nature and are increasingly being perpetrated by criminal groups that pose a significant threat to our national financial infrastructure.

For example, the Secret Service conducted a three-year investigation of a criminal group that eventually led to the identification and indictment of eleven perpetrators involved in the hacking of nine major U.S. retailers and the theft and sale of more than 40 million credit and debit card numbers. This case, which is the largest and most complex network intrusion case in U.S. history, resulted in the arrests of suspects from Estonia, the People's Republic of China, Belarus, and the United States. It is notable to report that in using the estimation methodology of limiting each credit card to a potential value of \$500 per instrument, it can be estimated that the Secret Service prevented the potential loss of \$20 billion dollars to our financial institutions and to the American public.

Crowd Control and Emergency Services

Question: About 1.8 million people attended the inauguration, the biggest crowd for an event ever in Washington. And I understand that not one major security incident, arrest or injury was reported.

One of my constituents, from Riverside, California who attended the event, provided me with her account of that morning. In addition to not being able to get the appropriate viewing area, she witnessed several issues I'd like both Mr. Sullivan and Chief Morse to address.

First of all, medical issues are bound to arise when 1.8 million people gather in one general location. In my constituent's account, she witnessed not one but three people collapsing at different times. In the first instance which occurred before 8:00 a.m. in the 2nd Street tunnel, medical personnel were able to get to the individual to provide assistance. After 9:00 a.m. two additional people collapsed and it took 15 minutes for the EMT's to respond.

What recommendations have been made to ensure medical services, for both minor and major medical incidents, will be provided in a timely manner?

ANSWER: The 56th Presidential Inauguration included a robust medical support plan. Within the perimeter and on U.S. Capitol grounds, the Office of the Attending Physician retained control and coordination of the medical response. Throughout the city, D.C. Fire and EMS provided primary medical support, which was coordinated through the MACC to the MPD JOC. Primary medical support for the U.S. Capitol grounds was coordinated through the U.S. Capitol Police (USCP) Command Center. The planning included designated routes that were to remain clear to ensure access by emergency response vehicles. If emergency response vehicles deviated from these designated routes, law enforcement personnel would intervene by clearing crowds to facilitate the movement of emergency medical teams.

This plan is considered to have worked well and does not warrant revision. For the 56th Presidential Inauguration, the Executive Steering Committee appointed a Health and Medical Subcommittee to be part of inauguration planning. This subcommittee consisted of representatives from the USSS, Health and Human Services, DC Health Department, Department of Defense, DC Fire Department and Emergency Management Service, FBI, Federal Emergency Management Agency, DC Homeland Security and Emergency Management Agency, Environmental Protection Agency, Department of Homeland Security, USCP, USPP, MPD, DC National Guard and the Office of Capitol Attending Physician. This subcommittee has the experience and expertise to plan for the overall safety of participants and attendees. The Health and Medical Subcommittee will be an integral part in planning for all future inaugurations and National Special Security Events in the National Capital Region and will ensure prompt medical response.

Crowd and Access for Disabled and Elderly

Question: Because of the long time needed to stand in line before gates opened and unclear signage directing people to security checkpoints, there were obvious problems. However, under the most ideal conditions an event of this scope makes attendance for the very young, disabled, and elderly a challenge.

I understand that in the future, the report recommends basing crowd management capacity of all viewing areas on the Federal Emergency Management Agency crowd management standard of five square feet per person, which, "should take into account crowd anomalies, surges and retreats".

Have there been recommendations that will accommodate the very young, elderly and disabled attendees at future inaugural events and help them navigate the crowds? What improvements will be made so that moving from mass transit to the viewing areas can be made in a timely and safe fashion?

ANSWER: In planning for the 56th Presidential Inauguration, the Executive Steering Committee and Joint Congressional Committee on Inaugural Ceremonies recognized the need to work with the Office of Congressional Accessibility Services in order to accommodate people with disabilities. This plan called for two drop-off points at South Capitol and E Streets, SE and North Capitol and E Streets, NE, as well as transportation to the screening checkpoints for these individuals. The plan also addressed persons with wheelchairs, sign language interpreters for the hearing impaired and reserved areas for people with visual impairment (audio descriptions for non-speaking portions). The plan attempted to make the event accessible for persons with disabilities, but recognized that getting to the U.S. Capitol grounds would be difficult due to large crowds.

The IRT recommended that a Crowd Management Subcommittee be established for future inaugurations. This subcommittee will be tasked with establishing and de-conflicting issues such as pedestrian routes, entry gate queuing and signage plans. Queuing and signage plans will include considerations for the elderly and persons with disabilities, so that the event is accessible to all. In addition, the IRT outlined other recommendations when implemented will ensure that guests get to their destinations timely and safely. These recommendations include providing attendees with accurate information, use of extensive signage (banner and variable message boards) for both ticketed and non-ticketed guests, informational kiosks located at key visitor arrival points and use of additional volunteers complimented by an adequate law enforcement presence to direct crowds from ingress points to all viewing areas.

WEDNESDAY, APRIL 1, 2009.

**CARGO AND CONTAINER SECURITY: KEEPING A LID ON
THREATS**

WITNESSES

JAYSON P. AHERN, ACTING COMMISSIONER, U.S. CUSTOMS AND BORDER PROTECTION

THOMAS WINKOWSKI, ASSISTANT COMMISSIONER FOR FIELD OPERATIONS, U.S. CUSTOMS AND BORDER PROTECTION

CHARLES R. GALLAWAY, ACTING DIRECTOR, DOMESTIC NUCLEAR DETECTION OFFICE

Mr. PRICE. The Subcommittee will come to order. Welcome, everyone, to our hearing on cargo and container security.

OPENING STATEMENT OF CHAIRMAN DAVID PRICE

The grim scenario of a bomb in a box traversing a U.S. port of entry and detonated there or at a subsequent destination has been the subject of numerous reports in congressional hearings, including several before this subcommittee. While the consequences of an attack could be horrendous in terms of loss of life and property, the impact from even a conventional weapon would be to disrupt the trade on which our economic well-being depends.

At the same time, we are mindful that we must always seek a careful balance when considering enhanced security requirements on trade and transportation sectors. That is the balance between the need to reduce risk to the public while also minimizing adverse impacts on commerce.

So we are left with many questions to consider. What level of risk can we tolerate? How can we reduce the risk we face? And what will it cost?

Secretary Napolitano last month testified in regard to the deadline for scanning all U.S.-bound cargo overseas as required in the 9/11 Act that, and I am quoting now, the 2012 deadline is not going to work. This was no great surprise.

From previous testimony before this Subcommittee and our own observations from Subcommittee visits to container security and secure freight initiative ports, it has been clear that the sheer scale and the technical and diplomatic complexity of the project make this 100 percent target very hard to meet. The question is, absent a 100 percent solution on the timeline projected, are current programs adequate to mitigate the risk, or to what extent are they adequate to mitigate the risk? If not, what needs to be done?

For fiscal year 2009, Congress provided over \$1 billion in funding to CBP and DNDO to address international cargo and container security. This funding covers technology research and deployment, international programs and automated screening systems. These

programs are now becoming more established with the CSI program in 58 countries, and the secure freight program passed its initial pilot stage but, I must say, without a clear destination. We will want to learn how CBP and DNDO plan to ensure these programs are optimally focused to reduce present risk and to give us indications of what our future direction can and should be.

Radiation detection and source identification are key elements of cargo security, and they continue to be problematic. We continue to await completion of testing and certification of next-generation advanced spectroscopic portals, or ASP, which is at least 2 years behind schedule. I want to hear today what the Department is intending to do with the funding set-aside to procure and deploy systems in the absence of ASP. I also want to hear how DHS plans to implement radiation detection systems in environments that have had major vulnerable gaps, such as rail cargo and transshipment.

Apart from scanning for radiation, security involves knowing the participants in the trade process. CBP has grown its Customs-Trade Partnership Against Terrorism program over the last 8 years. It has implemented advanced manifest requirements and has initiatives, such as its FAST program to vet commercial drivers.

Last year, CBP released its Importer Security Filing Rule, also called 10 Plus 2, requiring businesses to supply additional data elements about cargo and carriers as required under the SAFE Port Act. Promoted as a way to improve targeting, the rule faced some industry opponents who claimed it would impose costly new administrative burdens. I would like to hear how this rule is being implemented, what results it is bearing in terms of greater awareness of potential threats as well as increasing the margin for taking preventive or protective action.

Finally, with the rising concern about violence along the U.S.-Mexican border, the Administration has proposed an enhanced outbound inspection process for southbound traffic. We would like to understand what witnesses think about the infrastructure, staffing and process change that such a southbound initiative entails, outbound initiative entails. Basically, we would like a more detailed account of how this initiative will operate in the field, what sort of impact the department hopes and expects it to have on this critically important challenge.

To address these issues, we welcome back Jayson Ahern, the Acting Commissioner for U.S. Customs and Border Protection; Dr. Charles Gallaway, the Acting Director of the Domestic Nuclear Detection Office, DNDO; and Thomas Winkowski, the CBP Assistant Commissioner for field operations. We look forward to hearing from you today. As is usual practice, your full written statements will be entered into the record. We will ask you to limit your oral remarks to 5 minutes each.

[The information follows:]



COMMITTEE ON APPROPRIATIONS

David Price (D-NC), Chairman, Subcommittee on Homeland Security

FOR RELEASE UPON DELIVERY
Wednesday, April 1, 2009
202-225-1784

Media Contact: Phil Feagan

OPENING STATEMENT OF CHAIRMAN DAVID PRICE *Cargo and Container Security* *April 1, 2009 / 10:00 am*

The grim scenario of a “bomb in a box” traversing a U.S. port of entry, and detonated there or at a subsequent destination, has been the subject of numerous reports and Congressional hearings, including several before this Subcommittee. While consequences of an attack could be horrendous in terms of loss of life and property, the impact from even a conventional weapon would be to disrupt the trade on which our economic well-being depends. At the same time, we are mindful that we must always seek a careful balance when considering enhanced security requirements on trade and transportation sectors – the balance between the need to reduce risk to the public while also minimizing adverse impacts on commerce. So we are left with many questions to consider: what level of risk can we tolerate; how can we reduce the risk we face, and what will it cost?

Secretary Napolitano last month testified, in regard to the deadline for scanning all US-bound cargo overseas as required in the 9/11 Act, that “the 2012 deadline is not going to work....” This was no great surprise. From previous testimony before this Subcommittee, and our own observations from Subcommittee visits to Container Security and Secure Freight Initiative ports, it has been clear that the sheer scale and the technical and diplomatic complexity of the project made this target hard to meet.

The question is, absent a “100 percent solution”, are current programs adequate to mitigate risk? If not, what needs to be done? For FY 2009, Congress provided over a billion dollars in funding to CBP and DNDO to address international cargo and container security. This funding covers technology research and deployment, international programs, and automated screening systems. These programs are now becoming more established, with the CSI program in 58 countries, and the SFI program past its initial pilot stage – but without a clear destination. We will want to learn how CBP and DNDO plan to ensure these programs are optimally focused to reduce present risk and chart our future direction.

Radiation detection and source identification are key elements of cargo security – and continue to be problematic. We continue to await completion of testing and certification of next generation advanced spectroscopic portals, or ASP, which is at least two years behind schedule. I want to hear today what the Department is intending to do with the funding set aside to procure and deploy systems in the absence of ASP. I also want to hear how DHS plans to implement radiation detection systems in environments that have been major vulnerability gaps, such as rail cargo and transshipment.

Apart from scanning for radiation, security involves knowing the participants in the trade process. CBP has grown its Customs-Trade Partnership Against Terrorism program over the last eight years; has implemented advance manifest requirements, and has initiatives such as its FAST program to vet commercial drivers. Last year CBP released its importer security filing rule, also called “10+2”, requiring businesses to supply additional data elements about cargo and carriers, as required under the SAFE Port Act. Promoted as a way to improve targeting, the rule faced some industry opponents who claimed it would impose costly new administrative burdens. I would like to hear how this rule is being implemented and what results it is bearing in terms of greater awareness of potential threats – as well as increasing the margin for taking preventive or protective action.

Finally, with the rising concern about violence along the US-Mexican border, the Administration has proposed an enhanced outbound inspection process for southbound traffic. I would like to understand

what witnesses think about the infrastructure, staffing, and process change that such an initiative entails. Basically, we'd like a more detailed account of how this initiative will operate in the field and what sort of impact the Department hopes it will have on this critically important challenge.

To address these issues we welcome back Jayson Ahern, Acting Commissioner for U.S. Customs and Border Protection; Dr. Charles Gallaway, Acting Director of the Domestic Nuclear Detection Office; and Mr. Thomas Winkowski, the CBP Assistant Commissioner for Field Operations. We look forward to hearing from you today. Your full written statements will be entered into the record, so I ask that you limit your oral remarks to a five minute presentation. Before we begin, let me recognize my distinguished Ranking Member, Mr. Rogers, for any comments he may wish to make.

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Before we begin, let me recognize our distinguished ranking member, Mr. Rogers, for his comments.

Mr. ROGERS. Thank you, Mr. Chairman.

Mr. Chairman, I am going to depart from my prepared remarks initially here because I have just learned that the Department has, in effect, put into practice *de facto* amnesty because in the news reports, in Seattle, where ICE had raided a company for hiring illegal aliens who were using false documents to obtain employment at the plant, now the Department has ordered that those 28 workers have been released. And not only that, they were given permission to return to work by the Department that is supposed to be protecting us against illegal aliens entering the country and gaining unlawful employment.

I don't know why we need the Customs and Border Protection organization or ICE or any of the others, even the Department if we are going to say that it is okay to use false documents, lying to obtain a job and then, on top of that, being illegally in the country. Why are we here?

Now I know this agency is not—this is not their bailiwick but I don't know why we need a Customs and Border Protection if we are not going to enforce the laws that are on the books, by people using false documents to gain employment while illegally in the country and then released to go back to work. I am flabbergasted. This is *de facto* amnesty, *de facto* amnesty.

Now, tomorrow, we are going to be hearing from the immigration enforcement and employment verification people. And believe you me, there will be some hard questions they will be needing to answer on this matter because this is an absolute wholesale change in policy that affects every American and every illegal alien in the country, and the criminal laws of the country, by lying to gain a job while being an illegal alien and then releasing from being held without bond and then giving permission to go back to work, a work permit.

Mr. Chairman, what has happened here? Have you seen the reports?

Mr. PRICE. No, I have not. But I intend to.

Mr. ROGERS. I will let you read the news accounts. It is absolutely—

Mr. PRICE. We will have a range of immigration officials before us tomorrow.

Mr. ROGERS. And they had better come well armed.

Well, I thank you, Mr. Chairman. I apologize for my outburst, but this is significant.

Over the last 6 years, DHS has made tremendous progress at improving the security of the more than 25 million cargo containers that enter the country each year. During this time, DHS has learned a great deal about allocating scarce resources to address our greatest threats and hardening the supply chain from its greatest risks. From the expansion and strengthening of programs like CSI C-TPAT and the Secure Freight Initiative to extensive deployments of radiation portal monitors to advancements in targeting, DHS has indeed made progress by adding rigor to its risk-based approach to cargo security.

Because of the scope and complexity of the cargo shipping industry, the Draconian treatment of every aspect of the supply chain is simply unworkable. That is why I have consistently supported an adaptable layered framework that facilitates an appropriate balance between legitimate trade and security, but just as many of CBP's cargo security programs appear to be reaching a level of functional maturity, and the 9/11 Act's capricious mandates are being thoughtfully reconsidered. In-transit vulnerabilities persist, and outbound smuggling is apparently growing.

The export, if you will, of illegal weapons and bulk cash is part of the fuel that feeds the treacherous drug war now raging along our border with Mexico. This pervasive smuggling is also a stark reminder of the value added to security by a tamper-resistant supply chain, integrity that could potentially be assured in high-risk trade lanes through a viable container security device. Unfortunately, development of such a device continues to elude DHS, and that failure continues to baffle me.

As part of DHS's efforts to confront the drug war and support Mexico's noble efforts against the cartels, CBP will reportedly embark on a new \$95 million effort to screen 100 percent of the rail containers flowing south into Mexico and step up inspections of outbound traffic at our ports of entry. These ambitious plans appear to have merit, but they also raise many logistical questions, questions that I hope you have answered here today.

Gentlemen, since the days of Alexander Hamilton and the founding of our customs service, the need for countersmuggling has remained unchanged. What has changed, however, is the combination of threats we now face, a lone radical intent to do harm against the long dark shadow of a massive drug war, and this in addition to CBP's traditional efforts to enforce our trade laws and ferret out illegally transshipped and fraudulent goods, efforts that are vital to American manufacturers and workers who are struggling in the midst of this turbulent economic turndown.

So perhaps now as much as ever, CBP's cargo security mission matters to our national interests and way of life. For it is CBP, armed with tools from DNDO, that we are counting on to be the filter within our Homeland Security arsenal, a filter that strives to ensnare contraband and threats while allowing for the free and vibrant flow of commerce.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Ahern, we will ask you to go first. And I understand Dr. Gallaway also has an oral statement. Mr. Winkowski does not have an oral statement, but we will then turn to all three of you for questions.

Please go ahead.

[The information follows:]

OPENING STATEMENT

CONGRESSMAN
Hal Rogers



FIFTH DISTRICT • KENTUCKY

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Committee on Appropriations
Subcommittee on Homeland Security

Opening Statement:

Cargo, Container, and Supply Chain Security

Witnesses

Jayson Ahern, Acting Commissioner, CBP
Charles Gallaway, Acting Director, DNDO
Thomas Winkowski, Assistant Commissioner, Office of Field Operations, CBP

10:00 AM | Wednesday | April 1, 2009 | 2359

Thank you, Mr. Chairman and welcome to our distinguished guests.

Over the last six years, DHS has made tremendous progress at improving the security of the more than 25 million cargo containers that enter our country each year.

During this time, DHS has learned a great deal about allocating scarce resources to address our greatest threats and hardening the supply chain from its greatest risks.

From the expansion and strengthening of programs like CSI, C-TPAT, and the Secure Freight Initiative; to extensive domestic deployments of radiation portal monitors; to advancements in targeting, DHS has, indeed, made progress by adding rigor to its risk-based approach to cargo security.

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to elude DHS, and that failure continues to baffle me.

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Gentlemen, since the days of Alexander Hamilton and the founding of our Customs Service, the need for counter smuggling has remained unchanged. What has changed, however, is the combination of threats we now face: a known, radical intent to do harm cast against the long, dark shadow of a massive drug war.

And, this is in addition to CBP's traditional efforts to enforce our trade laws and ferret out illegally transshipped and fraudulent goods – efforts that are vital to American manufacturers and workers who are struggling in the midst of this turbulent economic downturn.

So, perhaps now, as much as ever, CBP's cargo security mission matters to our national interests and way of life. For it is CBP, armed with tools from DNDO, that we are counting on to be the filter within our homeland security arsenal; a filter that strives to ensnare contraband and threats while allowing for the free and vibrant flow of commerce.

Thank you, Mr. Chairman. I look forward to today's discussion.

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OPENING STATEMENT OF MR. AHERN

Mr. AHERN. Good morning, Chairman Price, Ranking Member Rogers and other members of this committee. I appreciate the opportunity to meet with you today, along with our colleagues from DNDO as well as our assistant commissioner for field operations, to discuss the work that is being done to both strengthen the security of the containerized cargo entering the United States across our borders while with facilitating legitimate travel and trade as well.

Let me begin by expressing my gratitude to this committee for your continued support for providing to important initiatives the funding needed to be implemented by CBP over the last several years. I have appeared before you previously to discuss many of the important layers we have in our cargo security protocols that we use to manage risk. We continue to strengthen these programs to better secure our country, all while not stifling international trade.

This year CBP has moved forward with the collection of additional importer security data, commonly referred to as 10 Plus 2, which will further enhance our targeting and risk-assessment processes. We have continued to deploy radiation detection technology and large-scale inspection equipment to our ports of entry. Through CSI, we work in partnership with foreign counterparts to examine high-risk containers cargo before it is shipped to the United States, and we assist our trade community to strengthen their supply chain as a benefit of being enrolled in C-TPAT.

And while we have implemented considerable programs to secure our maritime cargo and reduce the risk, threat of a significant nuclear weapon in a maritime container remains remote. While we must look to apply our limited resources to multiple areas of threat and vulnerability, we should not overemphasize maritime containers at the potential detriment to other threat areas that are in the need of resources.

In my limited time remaining here, I would like to comment on the issue of 100 percent scanning and the Secretary's strategy announced last week with Mexico. CBP continues to go ahead and abide by the law passed by Congress regarding 100 percent scanning, but our concern to ensure this focus does not negate the effective layered risk-based strategy that is currently now in place. And as you have heard me say before this committee, no one should be misled that 100 percent scanning equals 100 percent security.

But as we plan ahead and get closer to the mandatory date of 2012, we need to more seriously consider the costs and logistics involved with 100 percent scanning. We have long maintained that there will be significant technological, political, legal challenges as well as the issue of how to deal with transshipped cargo. And multiple reports have been submitted to the Congress since 2007 outlining what we have learned through the 100 percent security protocols that have been implemented thus far.

In every location, it has its own infrastructure challenges, technological challenges, environmental issues, political challenges that we must overcome and the resource commitment to overcome these challenges must be commensurate with the additional security that we may gain. We are also challenged to determine who will incur

the costs for operating and maintaining the scanning equipment. We need to conclude as far as agreements with partnering nations and terminal operators. We need to also work out staffing implications for both foreign customs services and terminal operators.

So while additional data gained from 100 percent scanning can be useful, challenges and expenses are significant, even in the limited environments we have currently deployed. And we also must balance this with the 11 million trucks that come across our borders as well as 2.7 million railcars in addition to the 10 million containers that are coming in the maritime environment.

Finally, the violence in Mexico related to the drug trafficking is a focus of much concern. Three weeks ago, I testified before this committee on the Secure Border Initiative, and border violence became the primary topic of discussion. Last week, the Secretary mandated more law enforcement personnel along the border and a greater emphasis on outbound traffic, especially aimed at interdicting guns and money. With the Secretary's announcement, certainly CBP will play an important but not an exclusive role in her new strategy. We have temporarily redeployed some personnel and special technology and K-9 assets to the Mexican border.

To fund this new level of sustained outbound enforcement action, CBP is looking at its existing funds for reallocation from other programs in the organization. But doing so, we must balance these increased outbound activities with significant inbound enforcement and facilitation responsibilities.

Thank you, again, for the opportunity, and I look forward to the questions coming.

[The information follows:]

**STATEMENT OF JAYSON P. AHERN
ACTING COMMISSIONER
U.S. CUSTOMS AND BORDER PROTECTION
DEPARTMENT OF HOMELAND SECURITY**

**Hearing before the
Committee on Appropriations
Subcommittee on Homeland Security
U.S. House of Representatives
April 1, 2009**

INTRODUCTION

Chairman Price, Ranking Member Rogers, distinguished Members of the Subcommittee, it is a privilege and an honor to appear before you today to discuss the work of U.S. Customs and Border Protection (CBP) to both strengthen the security of containerized cargo entering our borders and facilitate the flow of legitimate trade and travel.

Let me begin by expressing my gratitude to the Committee for the strong support you provided for important initiatives implemented by CBP last year. Your support has enabled CBP to make significant progress in securing our borders and protecting our nation against the terrorist threat. CBP looks forward to working with you to build on these successes.

I would also like to thank you for your support in the Economic Stimulus bill. The American Recovery and Reinvestment Act of 2009 provided \$680 million to CBP for greatly needed investment in our aging infrastructure. These funds will support planning, management, design, alteration, and construction of CBP-owned land ports of entry; procurement and deployment of non-intrusive inspection system; expedited development and deployment of border security technology on the southwest border; and for the procurement and deployment of tactical communications equipment. In addition, the bill also included \$300 million for the construction and repair of land ports of entry owned by the General Services Administration (GSA). We are moving swiftly to put these investments to good use.

CBP is the largest uniformed, federal law enforcement agency in the country. We station over 20,000 CBP officers at access points around the nation – air, land, and sea ports. By the end of FY 2009, we will have deployed over 20,000 Border Patrol agents between the ports of entry. These forces are supplemented with 980 Air and Marine agents, 2,260 agricultural specialists, and other professionals.

I am pleased to report that CBP continues to achieve success in performing our mission, which include stemming the flow of illegal drugs and contraband, protecting our agricultural and economic interests from harmful pests and diseases, protecting American businesses from theft of their intellectual property, enforcing violations of textile agreements, tracking import safety violations, protecting the economy from monopolistic practices, regulating and facilitating international trade, collecting import duties, and enforcing United States trade laws. At the same time, our employees maintain a vigilant watch for terrorist threats. In FY 2008, CBP processed more than 396 million pedestrians and passengers, 122 million conveyances, 29 million trade entries, collected \$32.5 billion in revenue, examined 5.6 million sea, rail, and truck containers, performed over 25 million agriculture inspections, apprehended over 720 thousand illegal aliens between our ports of entry, encountered over 220 thousand inadmissible aliens at the ports of entry, and seized more than 2.8 million pounds of narcotics.

I want to begin by expressing my gratitude to the Committee for the interest and support you continue to provide as CBP performs our important security and trade enforcement work without stifling the flow of legitimate trade and travel that is so important to our nation's economy. We continue to refine a risk-based and layered approach to accomplish our "twin goals:" building more secure and more efficient borders that at the same time will facilitate legitimate trade and travel.

Mr. Chairman, once the CBP Fiscal Year 2010 budget request is submitted to Congress, I would be more than happy to discuss our request with you and your staff. We appreciate your strong support in previous years and look forward to working with this committee over the next year.

CBP OVERVIEW

I am pleased to appear before the Subcommittee today to highlight key accomplishments related to container security. Since the last time I testified, CBP has continued to make tremendous progress in ensuring the supply chains that bring goods into the United States from around the world are more secure against potential exploitation by terrorist groups as a means to deliver weapons of mass effect. CBP uses a multi-layered approach to ensure the integrity of the supply chain from the point of stuffing through arrival at a U.S. port of entry. This multi-layered approach includes:

- Advanced information under the 24-Hour Rule and Trade Act of 2002 (supplemented now by our Importer Security Filing requirements)
- Screening the information through the Automated Targeting System (ATS) and National Targeting Center – Cargo (NTC-C)
- Partnerships with industry and the private sector such as the Customs Trade Partnership Against Terrorism (C-TPAT)

- Partnerships with foreign governments, such as the Container Security Initiative (CSI) and the Secure Freight Initiative (SFI)
- Use of Non-Intrusive Inspection (NII) technology and mandatory exams for all high risk shipments

The goal of this layered approach is to combine each of these systems to allow us to receive, process, and act upon commercial information in a timely manner so that we can target, in a very specific fashion, the suspect shipments without hindering the movement of commerce through our ports.

While I will discuss each one of these layers in greater detail, I would first like to clarify a few points with respect to our multi-layered approach. Different layers focus on securing different parts of the supply chain, ensuring that cargo is regularly assessed and that security does not rely on any single point that could be compromised. Our approach is to look at all of these distinct but related threats and rely upon a layered security process which is designed to reduce risk to the extent possible.

We are continuously working to refine this layered process; our efforts focus on strengthening our tools and capabilities while at the same time maintaining an appropriate balance that considers the wide range of threats and allocates our limited resources accordingly. My concern, however, is that the continuous focus on certain areas is often maintained at the expense of other, equally important areas that require similar attention.

For example, DHS has dedicated significant resources and efforts to our cargo and port security programs over the last several years, resulting in a robust risk-management approach. Our focus on risk management and security has to be driven by our informed judgment about the totality of risks. We must also remain focused on other threats to our ports and to other components of the supply chain. For example, we must remain vigilant in securing all conveyances and screening passengers at our land borders, airports, railways, and small vessels terminals.

In order to manage risk for all arriving cargo and passengers, we must direct our resources to those areas which represent the greatest threat. While the maritime environment does contain some element of risk for a weapon of mass effect to be transported in a maritime container, the logistics movements which involve multiple hand offs amongst various parties throughout the supply chain may in fact itself be a deterrent to a terrorist considering using a maritime container. In addition, as outlined in my testimony, much has been done to enhance the security of maritime containers and cargo compared to some other areas. As the Department and the Congress look to apply limited resources to multiple areas of threat and vulnerability, we should therefore not over emphasize maritime containers at the potential detriment of other threat areas in need of resources.

I would like to discuss each one of these layers in greater detail.

Advance Information

CBP has recognized Congress' mandate that we collect more and improved advanced information for cargo shipments. CBP, in fact, requires advanced electronic cargo information as mandated in the Trade Act of 2002 (including the 24-Hour Rule for maritime cargo). Advanced cargo information on all inbound shipments for all modes of transportation is evaluated through the Automated Targeting System (ATS) before arrival in the United States.

The function of ATS is to provide information to support the decisions of CBP officers working in Advance Targeting Units (ATUs) at our ports of entry and CSI ports. The system provides a uniform review of cargo shipments, identifies the highest threat shipments, and presents data in a comprehensive, flexible format to address specific intelligence threats and trends. ATS uses a rules-based program to highlight potential risk, patterns, and targets. Through rules, ATS alerts the user to data that meets or exceeds certain predefined criteria. ATS uses national targeting rule sets to provide threshold targeting for national security risks for all modes: sea, truck, rail, and air. CBP is continually striving to improve the ATS system by convening regular "rules conferences". The conferences are attended by our intelligence officers and representatives from various seaports and land border ports who update risk indicators and ensure that the most current intelligence and trends are factored into ATS.

CBP has been working with importers for several years to put in place a rule that would ensure that we had timely access to the information necessary to perform a proper analysis of the risk posed by particular shipments. After that effort began, Congress endorsed it-- the SAFE Port Act mandated that CBP obtain additional advanced cargo information to enhance our ability to perform risk-based targeting prior to cargo being laden on a vessel overseas.

As many of you know, CBP announced an Interim Final Rule (IRF) in January 2009 that requires importers and carriers to electronically submit additional information on cargo before it is brought into the United States by vessel. Since then, CBP has received tens of thousands of Importer Security Filing (ISF) filings, hundreds of vessel stow plans and millions of container status messages that have already yielded some promising results.

The additional data elements that DHS is receiving under the importer security filing rule are critical to ensuring that we have the best information available about where a container originated, who filled it with goods, where this may have occurred, and what types of goods are being shipped.

The trade's input during the consultative process as well as its participation in the Advance Trade Data Initiative was instrumental in the successful crafting of the

rule. CBP made several significant changes to the proposed rule based on feedback received during its consultation with industry partners, the Departmental Advisory Committee on Commercial Operations (COAC), and other federal entities. These changes include a year-long delayed compliance period, considerable flexibilities associated with six of the data requirements, and a commitment to accept additional comments from industry until June 1, 2009 and then initiate a structured review to reexamine the rule's impact on industry. Based upon this review, DHS will determine whether to eliminate, modify, or maintain these requirements.

The CBP Importer Security Filing covers the following key areas:

1. Ten unique data elements from importers not currently provided to CBP 24 hours prior to foreign loading of cargo,
 - o Manufacturer (or supplier) name and address
 - o Seller (or owner) name and address
 - o Buyer (or owner) name and address
 - o Ship to name and address
 - o Container stuffing location
 - o Consolidator (stuffer) name and address
 - o Importer of record number/foreign trade zone applicant identification number
 - o Consignee number(s)
 - o Country of origin
 - o Commodity Harmonized Tariff Schedule of the United States number
2. Two additional data elements provided by the carriers, including the Vessel Stow Plan, which is currently utilized by the vessel industry to load and discharge containers, and Container Status Messaging, which is currently utilized by the vessel industry to track the location of containers and provide status notifications to shippers, consignees and other related parties.

Customs Trade Partnership Against Terrorism (C-TPAT)

C-TPAT is an integral part of the CBP multi-layered strategy through which CBP works in partnership with the trade community to better secure goods moving through the international supply chain. C-TPAT has enabled CBP to leverage supply chain security throughout international locations where CBP has limited regulatory reach.

In FY 2009, C-TPAT will focus its efforts on strengthening the partnership with member companies at both the macro and micro levels and leveraging corporate influence throughout the international supply chain. In doing so, C-

TPAT will continue to ensure compliance with the requirements of the SAFE Port Act to include certifying security profiles within 90 days of submission and conducting validations within 1 year of certification and revalidations within 4-years of initial validation. C-TPAT projects that 3,200 validations will be required during FY 2009, requiring on site visits at facilities throughout the world.

In strengthening this successful program, CBP will also continue to review its performance and, where needed, enhance the minimum security criteria for each enrollment sector. Additionally, CBP will continue to conduct informational and training sessions for various internal / external audiences to improve knowledge of cargo security procedures and provide the latest information regarding terrorism trends and conveyance breeches.

In exchange for adopting these stronger security practices, CBP affords companies that participate in C-TPAT a range of benefits associated with the facilitation of their goods through the security processes at the border. These benefits include: cost and delay savings associated with reduced examinations, expedited treatment when examinations are warranted, tighter inventory control of assets, business resumption privileges, ability to supply goods or services to those U.S. importers who require suppliers to have acceptable supply chain security programs, and a competitive advantage over firms with no or limited supply chain security programs. For example, under the current program, C-TPAT membership often results in reduced security inspections; C-TPAT importers are 6 times less likely to incur a security examination and 4 times less likely to incur a compliance examination.

Another important effort to note is the potential mutual recognition of other countries' customs-to-business partnership programs. The World Customs Organization has developed a global standard for trusted partnerships with the trade, known as the Authorized Economic Operator, or AEO, program. This concept is similar to our C-TPAT. Mutual Recognition Arrangements reduce costs and simplify these programs for both industry and government.

Creating an international network to exchange information about trusted traders and knowing that those participants are observing specified security standards in the secure handling of goods and relevant information is a win-win for both government and business. In 2007, CBP signed its first mutual recognition arrangement with New Zealand, and in 2008, additional mutual recognition agreements were signed with Canada and Jordan. We are beginning to see several positive outcomes and challenges taking form as the work to implement these arrangements continue.

Container Security Initiative (CSI)

To further our priority mission of preventing terrorists and terrorist weapons from entering the United States, CBP has partnered with other countries through our Container Security Initiative (CSI). Almost 32,000 seagoing containers arrive and

are off loaded at United States seaports each day and under CSI, which is the first program of its kind, CBP partners with foreign governments to screen containers at foreign ports and then identify and inspect high-risk cargo containers at those foreign ports, before they are shipped to our seaports and pose a threat to the United States and to global trade.

The goal is for CBP's overseas CSI teams to review all the manifests before containers are loaded on vessels destined for the United States. However, in those locations where the CSI team cannot review all the bills because of the tremendous volume, CSI targeters at the National Targeting Center - Cargo provide additional support to ensure that 100 percent review is accomplished. Utilizing the overseas CSI team and the CSI targeters at our National Targeting Center - Cargo, CBP reviews 100 percent of manifests under the CSI program.

Oversight of the CSI program is supported by automated tools for statistical analysis, an evaluation database to track and analyze any deficiencies identified during the evaluation process of the CSI ports, and a non-intrusive inspection (NII) equipment utilization database that tracks the use of NII equipment at CSI ports to include the downtime of the equipment.

Today, CSI has partnered with 32 countries and is operational in 58 ports world-wide, and over 86 percent of the containerized maritime cargo destined for the United States originates or passes through a CSI port. In FY 2008, 95 percent of the examinations requested from our host government partners were performed – over 74,000 examinations – bringing greater security and trade facilitation within the international supply chain.

Secure Freight Initiative (SFI)

The Secure Freight Initiative (SFI) pilot scanning project is another component of this layered enforcement strategy for protecting the nation. Integrated scanning systems, consisting of Radiation Portal Monitors (RPMs) provided by DOE/NNSA and NII imaging systems provided by CBP or the host nation, are used to scan containers as they move through the foreign ports. Data from these systems is integrated utilizing optical character recognition (OCR) technology and provided to CBP officers who determine if the container should be referred to the host nation for secondary examination prior to lading.

Meeting the legislative requirements of the SAFE Port Act, the first three SFI pilot ports (Puerto Cortes, Honduras; Port Qasim, Pakistan; and Southampton, United Kingdom) became fully operational on October 12, 2007, and are attempting to scan 100 percent of U.S.-bound maritime containers (total U.S.-bound container volume at these three ports from October 12, 2007 to March 11, 2009 was 255,424). Furthermore, CBP and DOE expanded the deployment of scanning equipment to one terminal in Hong Kong, recently began operations in Port Busan (South Korea), and will soon be operational in Salalah (Oman). CBP has also been working very closely with Pakistan Customs to expand the SFI model

to Karachi, and we are hopeful that we can begin scanning containers from Karachi later this year.

SFI chose these initial ports because they present a unique set of challenges and provide diverse environments in which to evaluate varying options. While these are the deployments currently planned and anticipated, we are constantly assessing the priority of foreign ports and terminals that present the greatest opportunities to reduce risk through deployment of SFI resources and will adjust our deployment plans and schedule accordingly and keep the Committee informed.

Multiple reports have been submitted to Congress since October 2007, which outline the lessons learned through SFI, and another report will be sent to Congress later this month. The lessons learned from the SFI deployments in Pakistan, Honduras, Southampton and Hong Kong demonstrate that scanning U.S.-bound maritime containers is possible on a limited scale, focusing primarily on gate traffic (there is currently no proven technology which can address transshipped containers), however, results are based on scanning on a very limited scale. Scanning all 11.3 million containers that enter U.S. seaports from a foreign port presents significant operational, technical, and diplomatic challenges. They include:

- Sustainability of the scanning equipment in extreme weather conditions and certain port environments;
- Varying and significant costs of transferring the data back to the United States (National Targeting Center) in real-time;
- Re-configuring port layouts to accommodate the equipment without affecting port efficiency and getting the permission of host governments;
- Developing local response protocols for adjudicating alarms;
- Addressing health and safety concerns of host governments and local trucking and labor unions;
- Identifying who will incur the costs for operating and maintaining the scanning equipment;
- Acquiring necessary trade data prior to processing containers through the SFI system;
- Addressing data privacy concerns in regards to the scanning data;
- Concluding agreements with partnering nations and terminal operators to document roles and responsibilities regarding issues

such as ownership, operation, and maintenance of the equipment; sharing of information; and import duty and tax considerations;

- Staffing implications for both the foreign customs service and terminal operator;
- Licensing requirements for the scanning technology;
- Host government support for continuing to scan 100 percent of U.S. bound containers after the pilot ends; and
- The potential requirements for reciprocal scanning of U.S. exports.

DHS supports the general goal of expanding scanning abroad and is now working to address these challenges in a manner consistent with the risk-management and layered approach to maritime cargo security we have in place and in a manner consistent with the World Customs Organization (WCO) SAFE framework of standards.

While we work to address the complex challenges we have encountered, the focus now is on determining how to achieve efficient expansion while maximizing the security benefit and containing the cost. As Secretary Napolitano indicated in her recent testimony, achieving 100 percent scanning by 2012 will be difficult based on what we know today. CBP is currently taking a close look at what will be possible and useful and will come back to the Congress soon with a clear path forward.

Non-Intrusive Inspection (NII) and Radiation Detection Technology

Technologies deployed to our nation's sea, air, and land border ports of entry include non-intrusive imaging equipment, such as large-scale X-ray and gamma-imaging systems, as well as a variety of portable and hand-held technologies to include radiation detection technology. NII technologies play a key role in CBP's layered strategy and are viewed as force multipliers that enable us to screen or examine a larger portion of the stream of commercial traffic quickly, while facilitating the flow of legitimate trade, cargo, and passengers. Presently, CBP deploys 223 large scale cargo inspection systems to our ports of entry, 87 of which are in seaports.

An integral part of CBP's comprehensive strategy to combat nuclear and radiological terrorism is to scan all arriving sea containers with radiation detection equipment prior to release at domestic ports. Currently, CBP has 409 Radiation Portal Monitors (RPM) deployed at priority seaports in the United States, through which approximately 98 percent of all arriving sea-borne containerized cargo passes. CBP is forecasting the deployment of 83 additional seaport RPMs by the end of FY 2009.

Additionally, we currently have 335 RPMs on the northern border, which provides CBP with the capability to scan 96 percent of truck cargo and 88 percent of personal owned vehicles (POVs) for illicit radiological/nuclear materials. The current forecast calls for the deployment of an additional 291 northern border RPMs. This will give CBP the capability to scan approximately 100 percent of truck cargo and 100 percent of personal vehicles for illicit radiological/nuclear materials with RPMs. CBP will also increase the southern border RPM deployments (currently scanning 100 percent of all truck cargo and 95 percent of POVs). By the end of FY2009, CBP plans to deploy 46 additional southern border RPMs - providing CBP with the capability to scan approximately 100 percent of POVs.

In the meantime, CBP, in partnership with the Domestic Nuclear Detection Office (DNDO), is continuing to move forward with the testing and evaluation of the next-generation RPMs, known as Advanced Spectroscopic Portals (ASP). The goal of ASP development is to further improve the efficiency of radiological scanning of cargo containers.

Role of Technology

I would like to take just a moment to discuss the role of technology for supply chain security. Security technology is continuously evolving, not only in terms of capability but also in terms of compatibility, standardization, and integration with information systems. It is important to note that there is no single technology solution to improving supply chain security. As technology matures, it must be evaluated and adjustments to operational plans must be made. Priority should be given to effective security solutions that complement and improve the business processes already in place, and which build a foundation for 21st century global trade. A more secure supply chain also can be a more efficient supply chain.

Both the *SAFE Port Act* of 2006 (SAFE Port Act) and the *Implementing Recommendations of 9/11 Act* of 2007 (9/11 Act) reference the potential benefits of container security standards and devices (CSDs) and encourage DHS to move forward with their development and implementation. However, neither law prescribes a clear path for their development and use. The *SAFE Port Act* provided the Secretary of DHS with the authority to initiate a rulemaking process and issue an interim rule to establish minimum standards and procedures for security containers in transit to the United States. The provision established that if the rule was not issued, the Secretary would submit a letter of explanation to Congress.

Because DHS does not believe that, at the present time, the necessary technology exists to adequately improve container security without significantly disrupting the flow of commerce, the Department did not make use of the rule-making authority or mandate the use of CSDs and instead issued the required

congressional notification letter on May 18, 2007. DHS thereby fulfilled the requirements under this provision of the *SAFE Port Act*.

The *9/11 Act* amended the *SAFE Port Act* by establishing that if an interim final rule was not issued by the Secretary of DHS by April 1, 2008, all containers in transit to the U.S. would be required to be secured with a seal meeting the International Standards Organization Publicly Available Standard (ISO PAS) 17712, Freight Containers – Mechanical Seals, by October 15, 2008. This specification addresses seal strength and durability so as to prevent accidental breakage or early deterioration, detect tampering, and mark each seal clearly and legibly with a unique identification number. DHS chose to implement this seal mandate, and since October 15, 2008 all containers entering the U.S. are required to be secured with a seal meeting ISO PAS 17712. Our officers in our seaports report a very high level of compliance with this requirement.

It is important to note that CSD technology only improves container security if one can ensure the integrity of the shipment before the CSD is activated. Requiring such a device independent of a process to ensure that the goods within a container were secure before its application would have an adverse effect on security, creating the false impression that a dangerous shipment was secure.

While DHS has decided to not exercise its rule-making authority regarding CSDs to-date, we continue to explore the potential efficiency of these technologies and how they can best enhance container security in very specific trade lanes. In December 2007, CBP issued a Request for Information (RFI) to monitor the state of technology and to acquire and test the most promising commercial-off-the-shelf (COTS) solutions for container security and in-bond shipments. CBP contacted the three most promising technology vendors, yet only one was able to deliver devices for testing. Even though this vendor's system did not fully meet published CBP requirements, CBP decided to proceed with laboratory, then operational field testing. Operational field testing was scheduled to commence in January 2009; however, the vendor made an internal decision to terminate their participation thus eliminating the most promising CSD contender. As a result, there is no CSD system currently available that meets the published requirements, which were developed to reflect CBP's operational needs. On March 5, 2009, CBP submitted a full report to this subcommittee on CBP's progress to date on conveyance security devices and their use in the global supply chain.

In parallel with the evaluation of COTS CSD systems, the U.S. Department of Homeland Security (DHS)'s Science & Technology Directorate (S&T) has been working on developing CSD and Advanced CSD systems. CBP has been coordinating with DHS S&T to monitor the progress of these developmental activities and plans to conduct testing when devices become available.

CONCLUSION

Mr. Chairman and members of the Subcommittee, your continued support of CBP has led to many positive outcomes in container security. These investments are paying off each day and the recent investments in CBP's aging infrastructure will soon be evident. The resources we put at our border, whether it's people, technology, or tactical infrastructure enhance our ability to address all hazards and all threats at our nation's borders.

Thank you for the opportunity to testify today. I will be happy to answer any questions you may have.

Jayson P. Ahern **Acting Commissioner**

[click for hi-res](#)



On March 1, 2009, Jayson P. Ahern was named Acting Commissioner of U.S. Customs and Border Protection, following the retirement of Commissioner W. Ralph Basham, and is responsible for securing, managing and controlling our Nation's borders. Mr. Ahern will remain Acting Commissioner until a successor is named by President Obama and confirmed by the Senate.

Since August 2007, Mr. Ahern has served as CBP's Deputy Commissioner, the highest career position in the agency. During his interim appointment as Acting Commissioner, Mr. Ahern will continue to serve as Chief Operating Officer, overseeing the daily operations of CBP's 53,000 employee workforce and managing an operating budget of over \$11 billion. Mr. Ahern's primary focus will be keeping terrorists and terrorist weapons out of the country, while also carrying out CBP's other border-related responsibilities, including stemming the tide of illegal drugs and illegal aliens, securing and facilitating legitimate global trade and travel, and protecting our food supply and agriculture industry from pests and disease.

For five years, from June 2002 until August 2007, Mr. Ahern served as the Assistant Commissioner for CBP's Office of Field Operations, a position he had held with the former U.S. Customs Service. As Assistant Commissioner, Mr. Ahern managed all Field Operations in domestic and foreign locations, as well as critical national security and operational programs. In 2003, when the Department of Homeland Security was created, Mr. Ahern presided over the historic merger of personnel from three of CBP's legacy agencies and ensured mission continuity during the largest government reorganization in the last 50 years.

Acting Commissioner Ahern, currently in his 33rd year of public service, began his career with the former U.S. Customs Service in San Ysidro, California. Throughout his career, he progressed through the ranks in the field and held numerous senior leadership positions, including Director of Field Operations in San Diego, where he was in charge of all Customs activities at the Southern California ports of entry. He also served as the Area Port Director in Los Angeles and Miami, two of the nation's largest and busiest operations, and served in senior counterdrug positions during two previous headquarters assignments.

In 2005, President Bush conferred the rank of Distinguished Executive on Mr. Ahern in recognition of his extraordinary leadership and management contributions to the United States government. In 2007, he received the Distinguished Lifetime Achievement Award for outstanding service and contributions toward global maritime security.

Most recently, in November 2008, Mr. Ahern was awarded the Secretary of Homeland Security's Gold Medal in recognition of exceptionally outstanding leadership and service that is distinguished by achievements of national or international significance, reflecting great credit on the Department of Homeland Security and the Federal Government by markedly improving the security of our homeland.

Acting Commissioner Ahern is a career member of the Senior Executive Service, a graduate of Northeastern University and a Senior Executive Fellow at Harvard University's John F. Kennedy School of Government.

He is married and has two sons.



Thomas S. Winkowski

***Assistant Commissioner, Office of Field Operations
U. S. Customs and Border Protection***

Mr. Winkowski was appointed Assistant Commissioner, Office of Field Operations, in August 2007. He manages an operating budget approaching \$2.5 billion, directs the activities of 24,000 employees, and oversees programs and operations at 20 major Field Offices, 326 Ports of Entry, 58 operational Container Security Initiative ports, and 15 Preclearance Stations in Canada, Ireland, and the Caribbean.

Previously, he served as Director Field Operations (DFO), Miami, U.S. Customs and Border Protection where he managed a workforce of over 2000 employees. As DFO, he was responsible for managing all inspectional operations at Miami International Airport, Miami Seaport, Port Everglades/Fort Lauderdale International Airport, West Palm Beach/Fort Pierce, and Key West. The Field Office provides support to U.S. Immigration and Customs Enforcement, U.S. Citizenship and Immigration Services, Associate Chief Counsel, the U.S. Attorney's Office, the South Florida Federal Executive Board, and other governmental agencies.

Mr. Winkowski served as the Assistant District Director, U.S. Customs Service, Los Angeles, California from 1986 to 1995, followed by four years as the Port Director at Los Angeles International Airport. From there he went on to Miami as the Area Port Director, Miami, U.S. Customs Service in 1999, where he was responsible for operations at the Miami International Airport; Fines, Penalties, and Forfeitures; Seized Property; and Trade Operations.

Mr. Winkowski joined the U.S. Customs Service in 1975 as a cooperative education student. Upon graduating from Boston's Northeastern University in 1978, he was assigned to Los Angeles where he became a Customs Inspector. He rose through the ranks in the field, followed by serving at Headquarters in several mission critical positions through 1986.

In 2004, he was awarded the Meritorious Presidential Rank Award by President Bush.

Mr. Winkowski is married and has one son.

Mr. PRICE. Thank you.

OPENING STATEMENT OF DR. GALLAWAY

Mr. GALLAWAY. Good morning, Chairman Price, Ranking Member Rogers and distinguished members of the Subcommittee. It is a pleasure to appear before you with my esteemed colleagues from CBP, Acting Commissioner Ahern and Assistant Commissioner Winkowski.

As Acting Director of the Department of Homeland Security's Domestic Nuclear Detection Office, I would like to thank the subcommittee for the opportunity to discuss challenges in container security and to highlight the work DNDO is pursuing. I would also like to thank the subcommittee for its support of DNDO's mission, which is to reduce the risk of radiological and nuclear terrorism to our Nation.

Since the DNDO was formed almost 4 years ago, we have made significant strides in improving the Nation's capability to detect and prevent nuclear terrorism, including major improvements in our Nation's capability to scan cargo containers for rad-nuke threats. Our ongoing work with CBP to facilitate continuous security has resulted in the scanning of 98 percent of all incoming containerized cargo at our land and sea ports of entry.

We are working to finish the remainder of the deployments along the northern border by the end of this year, and we are addressing other previously unaddressed cargo challenges, which include on-dock rail, international rail, and air cargo. At the same time, I would like to add that DNDO's goals extend well beyond deploying detection systems to scan cargo containers.

As we have matured, we have shifted our focus to a wider range of issues and challenges and are now dedicating increased time and effort to address these other areas of concern. For instance, while DNDO has made substantial improvements in rad-nuke detection technologies, we have also dedicated significant efforts to integrated rad-nuke detection planning across the Department and with our interagency partners.

Similarly, DNDO has developed a robust operational support capability designed to enhance the effectiveness of a wide variety of operational partners, including the states and locals. Much of our insight has come from our work on the global nuclear detection architecture which seeks to integrate efforts across the government into a single time-phased strategy to improve the Nation's nuclear detection capabilities.

We have been working with our partners to pursue a range of programs to strengthen the architecture by filling gaps, addressing vulnerabilities, improving technologies, building necessary infrastructure and raising awareness about rad-nuke threats and the role of detection systems in mitigating them.

To be effective, the defensive countermeasures in each layer, international, at the border, and in the interior, along each threat pathway, land, air and sea, will require a multifaceted defense in-depth approach utilizing a variety of technology and operational capability solutions. Most importantly, no single solution is effective to completely address the rad-nuke threat.

With that said, given the maturity of technologies and planning at the time of DNDO's formation, securing containerized cargo that is coming into the United States has been a measure emphasis to date. Working with CBP, we have deployed radiation portal monitors to a majority of the seaports and land border crossings.

At the same time, we have made substantial investments in the deployment of the next generation of portal monitors, known as the advanced spectroscopic portal, or ASP. The ASP technology will significantly improve the probability of correctly identifying and interdicting smuggled nuclear material and have the ability to differentiate between threat material and naturally occurring radioactive material, thereby reducing the number of alarms due to nonthreat sources.

The ASP units are currently undergoing an extensive test and evaluation campaign. The successful completion of this testing will result in data that will be provided along with other materials and reports, including a cost-benefit analysis and consultation with the National Academy of Sciences to inform the Secretary's certification decision of ASP.

Radiation portal monitors are only part of the solution to detect nuclear threats at our ports. Another key DNDO objective is to address the threat of shielded nuclear material that passive detection systems, such as PVT, which are currently deployed, or even the new ASP portals, are not capable of detecting. DNDO is working with CBP on a wide range of technologies to address this concern, focussing first on radiography systems that provide the ability to automatically detect a nuclear threat or dense material that may be used to shield a nuclear threat.

To address gaps in the global nuclear detection architecture that remain unfilled by current technologies or near-term improvements, DNDO has also established a transformational research and development program. We reach out to the best in class within the national laboratories, industry and academia to conduct these efforts. And I am happy to report these research efforts are already yielding impressive results in a number of areas, including the identification of promising new detection materials.

As you can see, the mission of the DNDO reaches far beyond container security. Nuclear detection at our official ports of entry is but one layer of the entire global nuclear detection architecture which encompasses a broad array of efforts to mitigate the rad-nuke threat. By working with our DHS and interagency partners, DNDO is continuing to assess the best technological and operational solutions for use internationally, at our borders, and domestically. We remain committed to providing cutting-edge detection technology that can be used in a variety of environments by federal, state, local, and tribal operators to address identified vulnerabilities in the global nuclear detection architecture.

Detection technologies and strategies are coupled with DNDO's operational support services to ensure that alarms are promptly resolved and detection of threats is seamlessly transitioned to operational responses. In addition, DNDO trained state and local officers to support the rad-nuke detection mission.

Finally, DNDO stood up the national Technical Nuclear Forensic Center as an interagency stewardship office for integrating the Na-

tion's full spectrum nuclear forensics capability. I look forward to continuing to work with components within DHS, other federal departments, state and local agencies and the members of this subcommittee and the Congress to keep the Nation safe from radiological and nuclear terrorism.

This concludes my prepared statement. Chairman Price, Ranking Member Rogers and Members of the Subcommittee, I thank you for your attention, and I would be happy to answer any questions.

[The information follows:]

**Opening Statement
Of
Dr. Charles R. Gallaway
Director (Acting), Domestic Nuclear Detection Office
Department of Homeland Security

Before the House Committee on Appropriations
Subcommittee on Homeland Security**

**Container Security
April 1, 2009**

Good morning Chairman Price, Ranking Member Rogers, and distinguished members of the subcommittee. As Acting Director of the Department of Homeland Security's (DHS) Domestic Nuclear Detection Office (DNDO), I would like to thank the Committee for the opportunity to discuss challenges in container security and to highlight the work DNDO is pursuing. I would also like to thank the Committee for its support of DNDO's mission to reduce the risk of radiological and nuclear (RN) terrorism for the Nation.

DNDO was established to improve the Nation's capability to detect and report unauthorized attempts to import, possess, store, develop, or transport nuclear or radiological material for use against the Nation, and to further enhance this capability over time. To that end, our work is guided by our development of an enhanced global nuclear detection architecture (GNDA). DNDO has developed a time-phased, multi-layered, defense-in-depth GNDA that is predicated on the understanding that no single layer of defense can detect all RN threats. For this reason, the GNDA provides multiple detection and interdiction opportunities overseas, at our borders, and within the United States to effectively increase the overall probability of system success. DNDO has worked with intra- and inter-agency partners to develop time-phased strategies and plans for improving the probability of detecting and interdicting RN threats. DNDO will continue to enhance the GNDA over time by developing better RN detection technologies, improving concepts of operations (CONOPS), enabling real-time reporting of detection events, and providing effective response to real threats.

My testimony today will share with the Committee some of our progress and plans related to promoting container security and also emerging mission requirements that will protect the United States from RN threats.

The United States border is the first layer within the GNDA where the United States has full control over detection and interdiction. As such, considerable effort and resources have been placed on this layer to provide comprehensive RN detection capabilities, particularly at ports of entry (POEs).

A key consideration in RN detection is the ability to effectively detect threats without impeding the flow of legitimate trade and travel across the border. United States Customs and Border Protection (CBP) currently scans cargo entering at our Nation's POEs using polyvinyl toluene (PVT)-based radiation portal monitors (RPMs) that can detect radiation, but cannot distinguish between threat materials and naturally-occurring radioactive material (NORM), such as kitty litter and ceramic tiles. To address this limitation, DNDO is developing next generation technology to automatically detect and distinguish threat from non-threat materials, while also reducing false alarm and referral rates. This will be especially important for POEs that have a high volume of containers, or those that see a high rate of NORM.

As you may know, DNDO initiated the Advanced Spectroscopic Portal (ASP) program in 2006. ASP units are now being developed under two separate contracts. These units have been subjected to one of the most rigorous testing campaigns of RPMs ever conducted prior to deployment. One of the systems has completed system qualification testing (SQT) to verify compliance with the performance specification; integration testing at Pacific Northwest National Lab (PNNL) to verify that ASP performance remains sound when it is integrated into the POE

architecture; two rounds of performance testing at the Nevada Test Site (NTS) to validate the detection and identification capabilities of ASP systems against special nuclear materials (SNM) and radioactive material that could be used in a radiological dispersal device (RDD); and is currently in the midst of field validation (FV) testing at four sites; results are being analyzed prior to further FV testing. The other system has completed SQT; performance testing at NTS; is about to undergo integration testing at PNNL and, if exit criteria are satisfied, will advance to FV. After FV, both systems will complete operational testing and evaluation conducted by the DHS Science and Technology Directorate's Operational Testing Authority. Test data will be provided in support of the Secretary's Certification decision. DNDO is also engaged with the National Academy of Sciences, to allow NAS to review ASP testing and inform the certification process, as required in the fiscal year (FY) 2008 Consolidated Appropriations Act. Indeed, in its most recent report on ASP testing, the Government Accountability Office (GAO) has acknowledged the many enhancements and lessons learned that DNDO has incorporated into its testing programs.

In addition to improving the basic functionality of the RPMs, DHS faces a number of unique challenges to securing cargo at our POEs that may require development of new CONOPS or technologies in order to mitigate risks. For example, the intermodal transportation of containerized cargo at terminals which transfer containers from a ship to a rail facility that is within the terminal, referred to as "on-dock rail", accounts for approximately 2% of all import containers to the United States. These shipments leave on rail cars that bypass the detectors at the terminal exit gate, which scan the trucks departing with the other 98% of the containers.

Operational testing at the Rail Test Center (RTC) at the Port of Tacoma has demonstrated that mobile RPM (mRPM) systems can be used to scan cargo where special carts or container chassis move the containers to the rail facility, but this approach is not applicable where ports use straddle carriers in this role. For these terminals DNDO, CBP and the Department of Energy (DOE) are investigating alternative technologies including "spreader bar" detectors and straddle carrier portals. Recent tests by both CBP and DOE have indicated technical weaknesses in the spreader bar approach, so DNDO is moving forward with the construction of a straddle carrier portal test article at RTC this year. We will reach a key decision point next year, where the results of spreader bar detection systems tested by CBP and DOE can be compared to the results of prototype straddle carrier portal testing by DNDO at RTC. At that point, we will identify the most effective mix of spreader bar detectors, straddle portal detectors, or a combination of the two approaches.

Another key DNDO program seeks to address the threat of shielded nuclear materials placed in cargo conveyances that passive spectroscopic systems, such as ASP, are not capable of detecting. DNDO is also working with CBP to address next-generation radiography needs that can utilize radiography scanning to detect RN threats. The Cargo Advanced Automated Radiography System (CAARS) program is specifically designed to automatically detect shielded nuclear material. Since beginning the program in 2006, however, the commercial marketplace has made many advances. This, coupled with lessons learned from the ASP program - namely that high-risk development should not necessarily be procured concurrently with production - has led DNDO to de-scope the CAARS program from an acquisition program to a research and development-focused program. Under the new course, FY 2009 CAARS activities will subject

both CAARS systems and commercially-available systems to a test and evaluation program and a final demonstration of the products.

Similarly, DNDO is also making progress on our Human Portable Radiation Detection Systems (HPRDS) program, which is designed to meet Federal, State, and local law enforcement and other first-responder requirements for detectors with enhanced capability to detect and identify RN materials, at less cost, and lower weight. HPRDS are being designed so as to easily facilitate phased improvements of early systems through the incorporation of these next-generation capabilities. Requirements from land borders, aviation, maritime, and interior customer groups have been brought to bear on the HPRDS development process to ensure that these next generation systems address mission needs to the highest degree possible.

One thing that DNDO has learned in its short existence is that industry, even without government funding, often continues to develop commercial-off-the-shelf (COTS) detectors that may satisfy a greater range of requirements with limited additional development. DNDO has accordingly adjusted its strategy to investigate opportunities to address certain needs by developing customer-driven design modifications to currently available human portable equipment. In addition to these efforts, DNDO will develop human portable systems that transition successfully from our transformational research and development work. As we work at DNDO to improve our business models, we are looking at additional ways to leverage COTS technology wherever appropriate.

DNDO also has a Congressional mandate to set Technical Capability Standards and implement a test and evaluation program to provide performance, suitability, and survivability information and related testing for preventive RN detection (PRND) equipment in the United States. In fulfillment of this requirement, we have established the Graduated Rad/Nuc Detector Evaluation and Reporting (GRaDER) program to assure independent and consistent testing of radiation detectors. This program will be leveraged to ensure technologies advanced by industry will be considered for acquisition programs, as appropriate. We are in the first phase of this program that will provide for commercially-driven and privately-funded testing of COTS rad/nuc detection systems. GRaDER will work with the DOE and the National Institute of Science and Technology (NIST) to use the National Voluntary Laboratory Accreditation Program (NVLAP) to support testing of COTS radiation detection detectors. PNNL has already received NVLAP accreditation, and it is anticipated that the first units to be tested through GRaDER will be COTS handheld detectors. Results of the GRaDER program will also be made available to DHS components and State, local, and tribal law enforcement and first responder agencies to inform their procurement and grant process.

To address gaps in the GNDA that remain unfulfilled by current technologies for RN detection, DNDO established a transformational research and development program that identifies, explores, and develops scientific and technological approaches that will dramatically improve the performance of nuclear detection components and systems. We have three efforts underway that support long-term research – Exploratory Research, Advanced Technology Demonstrations (ATDs), and a dedicated Academic Research Initiative (ARI). There is tremendous involvement with the National Labs, private industry, and academia for these efforts. I am proud to say that

these programs have already yielded some very promising results that we hope will make a tangible impact on this Nation's nuclear detection capabilities in the future.

Just as one example, there have been major advances made in the area of new materials for passive radiation detection. Since all detectors rely on some material to detect the radiation emitted by a threat, discoveries of new, more effective detection materials have a high payoff because they can be incorporated into many different types of detectors for many different applications or threat scenarios. For gamma-ray detection, the new materials will result in detectors that are more efficient, cheaper, or have improved ability to reduce false alarms. For neutron detection, DNDO is accelerating the final development and initial production of new materials to replace the scarce, but presently-used, helium-3 by the end of FY 2009 or early FY 2010. To put this in perspective, to advance from the discovery of a new detector material to construction of prototype instruments in the space of two-three years is really remarkable. It is our intent to continue and accelerate these material research successes in FY 2010.

Our ongoing work with CBP to facilitate container security has resulted in the scanning of 98% of all incoming containerized cargo for RN at our land and sea ports of entry. Due to this significant progress, DNDO is now able to place a greater emphasis on gaps and vulnerabilities that the GNDA identified in other pathways – namely land borders between POEs, maritime, air, and the interior - that have previously received little, if any, attention.

One successful strategy that DNDO has used to fill these gaps to date is that of “piggy-backing” on existing security programs. In the land border between POEs, DNDO initiated the Phased Deployment Implementation Plan (PDIP) with CBP to evaluate and field test potential RN detection options where no off-the-shelf solutions are currently available and environmental conditions are particularly challenging. DNDO expedited the procurement of radioactive isotope identification devices (RIIDs) to provide CBP with an initial operating RN detection capability, and will improve that capability over time. Similarly, DNDO has coupled RN capabilities with the Transportation Security Administration's (TSA) Visible Intermodal Prevention and Response Teams (VIPR) to provide a greater Federal detection capability and add an additional layer of RN detector-equipped law enforcement personnel in support of the GNDA. Through the delivery of tailored training and a suite of RN detection equipment, the TSA VIPR teams will become another Federal asset that can perform regular PRND operations and may be called upon during periods of heightened alert levels. Prior to DNDO's involvement, the VIPR teams had no preventive RN detection capability.

In the maritime environment, DNDO has established the West Coast Maritime Pilot to work with authorities in Washington's Puget Sound and the San Diego area to design, field, and evaluate a RN detection architecture (specific to each selected region) that reduces the risk of RN threats that could be illicitly transported on recreational craft or small commercial vessels in a “direct-to-target” scenario. The project aims to develop RN detection capabilities for public safety forces for use during routine public safety and maritime enforcement operations. In addition to this pilot, we have tested boat-mounted detection systems under our Crawdad test campaign.

DNDO has similarly expanded work to secure the air pathway – both commercial operations and general aviation. Within the aviation pathway, RN threats may be transported via air as a

prelude to an attack elsewhere, or the actual attack involving an RN threat device may be executed and delivered by air. As a result, DNDO is working closely with CBP to enhance capabilities to detect and interdict illicit RN weapons or materials entering the United States via the international general aviation pathway. These efforts included a test campaign, with CBP officers, at Andrews Air Force Base in 2008 that characterized CBP's current radiological scanning capability and identified methods to improve effectiveness by enhancing equipment and operational techniques.

To further build upon the layered structure of the GNDA, DNDO works within the Nation's borders to develop PRND capabilities for urban areas, transportation vectors, special events, and State and local entities. Whether it be through the Securing the Cities Program, the Southeast Transportation Corridor Pilot, or other regional activities, DNDO works regularly with Federal, State, local, and tribal entities to integrate nuclear detection capabilities in support of the GNDA. DNDO initiated a State and Local Stakeholder Working Group with 25 States and territories meeting approximately once a quarter to bring the Nation's PRND community together, inform participants on activities within DNDO and the community, and obtain feedback on DNDO's programs and initiatives. State and local authorities also can use the PRND Program Management Handbook created by DNDO which provides consistent guidance for building or enhancing State and local PRND programs. In FY 2008, DNDO used a five course training curriculum to train over 7,400 law enforcement, first responder personnel, and public officials, and has provided Federal, State, and local exercise support as a validation instrument to evaluate their RN detection, deterrence, prevention, reporting, vulnerability reduction and alarm adjudication capabilities in a risk-free environment.

To address the critical area of nuclear forensics, DNDO stood up the National Technical Nuclear Forensics Center (NTNFC) as a national-level interagency office. NTNFC serves as the national "system integrator" weaving together the various specialized nuclear forensics activities across a number of different agencies. This role includes exercising, assessing, planning, and providing overarching stewardship. NTNFC also leads the development of the national capability for pre-detonation rad/nuc materials forensics, which provides the technical capabilities to rapidly, accurately, and credibly conduct nuclear forensics to support attribution conclusions about the origin, nature, and pathways of interdicted threats.

A related area of concern identified by the American Association for the Advancement of Science, the American Physical Society, the White House Office of Science and Technology Policy, and the National Academy of Sciences is the loss of trained individuals versed in nuclear science and engineering. DNDO has begun efforts to address these "pipeline" issues on multiple fronts, including awards of academic fellowships, internships, and research grants to academic institutions and national laboratories. The goal is to reinvigorate the nation's pool of trained nuclear scientists and engineers. These individuals represent an investment in the future of DNDO, the overall GNDA, and the nation's long-term security.

Many facets of DNDO's work directly impact container security and, over the lifetime of DNDO, technologies and strategies to secure containerized cargo have been developed and implemented, so that the large majority of incoming cargo is physically scanned by CBP officers. By working with our DHS and interagency partners, DNDO is continuing to assess the best

Charles R. Gallaway, Director (Acting) DNDO
Before the House Appropriations Committee, Subcommittee on Homeland Security

April 1, 2009

technological solutions for use at our borders. We remain committed to providing cutting-edge detection technology that can be used in a variety of environments by Federal, State, local and tribal operators to address identified vulnerabilities in the GNDA. RN detection at our official POEs is but one layer of the entire GNDA, which encompasses a broad perspective to mitigate risk. Detection technologies and strategies are coupled with DNDO's operational support services to ensure that personnel on the front lines are properly trained in the PRND mission, alarms are promptly resolved, and detection of threats is seamlessly transitioned to operational response. Continuous coordination with interagency partners and State and local officials allows DNDO to integrate user requirements with technological solutions to address vulnerabilities. I look forward to continuing to work with components within DHS, other departments, State and local agencies, and the Members of this Subcommittee and Congress to pursue this goal.

This concludes my prepared statement. Chairman Price, Ranking Member Rogers, and Members of the Subcommittee, I thank you for your attention and will be happy to answer any questions that you may have.



Dr. Chuck Gallaway

Dr. Chuck Gallaway is the Deputy Director of the Domestic Nuclear Detection Office (DNDO). DNDO is one of the newest offices in the Department of Homeland Security; it was created in April 2005, by Homeland Security Presidential Directive 14 (HSPD-14) and National Security Presidential Directive 43 (NSPD-43). Dr. Gallaway joined DNDO as a career SES with 32 years of service in the U.S. Government with a background creating and managing large, complex, transformational, cost effective, and long-term research programs.

Prior to joining DNDO, Dr. Gallaway served the Defense Threat Reduction Agency (DTRA) as the Director of the Chemical and Biological Technologies Directorate, responsible for transformational research and development to protect the warfighter from the threat posed by chemical and biological warfare agents. Dr. Gallaway also served DTRA as the Director for the Advanced Systems and Concepts Office, conducting systems engineering studies to address emerging threats and operational requirements. In the nuclear area he has been involved with the development of a variety of close-in sensors to non-intrusively identify and characterize a nuclear weapon and he initiated the Wide Area Tracking System (WATS) Advanced Concept and Technology Demonstration (ACTD) to detect and intercept a nuclear weapon around Osan Airbase, South Korea. Dr. Gallaway has a Ph.D. from the U.S. Air Force Institute of Technology, holds a master of science from Texas A&M University, and is a Certified Acquisition Professional.

OVERSEAS CARGO SCANNING

Mr. PRICE. Thanks to both of you.

I would like initially to focus, Mr. Ahern, on the major topic of cargo scanning, the CSI, the Secure Freight Initiative, the underlying question pertaining to 100 percent overseas cargo scanning required by the 9/11 Act, the extent to which that goal is being approached, and whether it is ultimately feasible or wise. I think these questions inevitably loom large as we look at the current state of play.

As you know, the new Secretary, on February 25, said that the 2012 deadline for 100 percent overseas cargo scanning could not be met. And she said, "We are going to have to work on what we do beyond that".

Clearly, that is an accurate statement. In your statement today, you warned against focussing on overseas scanning to the detriment of other actions that could improve security while not unduly restricting trade. I want to ask you to elaborate on those trade-offs. Clearly, the date is being pushed back; targets are being adjusted to some subset, I assume, of some 700 foreign ports that ship to the U.S. I would like to know to what extent you really are rethinking the requirement itself, the requirement for overseas scanning itself. Or at least give us some sense of the proportionate place you think this should play in the overall scanning picture and what you think is feasible or optimal in that regard. Would 100 percent scanning provide additional security beyond that either already provided by CBP's existing security programs or that you think might already be achieved in a reasonable time frame?

This Subcommittee has visited some of the pilot SFI ports, Salallah and Hong Kong in particular. We have noted that the sites chosen have generally been the smaller ports or small areas of a port, such as Hong Kong. It does raise the question, is 100 percent screening feasible at any of these ports, let alone the idea of doing it at all of them?

Seven ports were originally intended for the SFI. There were three pilot ports, Southampton, Cortes and Qasim. I would like to have an indication of what has been achieved there. And then there are four large seaports that volunteered to participate: Hong Kong, Busan, Salallah and Singapore. We know that none of them screen 100 percent now. What do they do? What percentage of U.S.-bound cargo do they scan with both radiation and nonintrusive inspection equipment? What is the state of play here, and what does it imply in terms of long-term policy?

Mr. AHERN. I will try to begin with the opening question you asked. It goes back to what the Secretary stated in her hearing a few weeks ago, that the 2012 deadline does at this point appear to be unattainable. I would also caveat that, as a law enforcement agency, as long as there is still a law, we still need to be focused on the law. I think that is an issue that needs discussion as we go forward.

In my experience, in my professional opinion as well, that when you take a look at identifying a solution to a problem, you have to identify what the level of risk is. And then it has been our experience, and it has been also as far as the intelligence information

that we continue to receive, that the risk is relatively low, and remote is the possibility for any type of significant device to be put in a box to the United States.

What you then need to take a look at is, what is the level of risk reduction that is appropriate for a minimal amount of risk? And I believe, as we have continued to lay the strategy in place in a post-9/11 environment, beginning with the advanced information that we are continuing to strengthen through the 10 Plus 2 implementation this year, as you take a look at continuing to strengthen the relationship we have in the CSI locations with our partnerships and building the capacity with our host-country counterparts on those who actually do pose risk to have the protocol of examining each one of those containers that do pose a risk identified in the 58 ports we are currently deployed, makes sense.

When you also then take a look at dealing with the significant companies and managing and securing their supply chain to reduce vulnerability, we continue to make that program much more significant than it was in its early implementation. We have over 9,000 participants in the C-TPAT program today. That is an important value-added component for the supply chain risk reduction.

And then also when you take a look at the opportunity to then intervene at a level of 98 percent, we still have well over 400 radiation portal monitors deployed at our seaports here in the United States for one last opportunity before a container is entered into the commerce of the United States.

I know some have talked and come to this Committee as well as others saying, well, what about the possibility for remote detonation? Certainly, there is always a possibility for everything. At what point do we have to rely on what the risk assessment is and apply some thoughtful risk reduction for the measures that are necessary to put in place? And at what point, do we then need to turn our attention to greater risks that are facing this country versus continuing to add additional layers or actually negating the investments that have been made and funded by this committee over the last 7 years for risk management and actually moving forward with a 100 percent requirement?

So I think there is an awful lot of responsibility that I think we all share in the U.S. Government, and frankly, I believe that the world stage is looking at us to show some leadership on what is it we are actually going to be doing as we move forward with this issue collectively? Because it continues to turn, even though there is the challenge of meeting the 2012 deadline; all of the technological challenges there, the sovereignty issues, the logistical challenges. There is still a significant amount of international churn, if you will, on what is going to be the U.S. Government's position on this moving forward?

I think that is a very serious issue collectively we have to address.

Mr. PRICE. There is no question it is a serious issue. There is also no question, I would think, that while the risk statistically might be low, as you describe it, the potential consequences are extremely catastrophic. And of course, your Department is in the business of dealing with low-probability, high-consequence events and their prospect. And when that involves nuclear materials or

weapons, then that potential consequence is heightened. But I do think the dilemma, as you pose it, is a compelling one and one that no doubt we are going to have to deal with.

OVERSEAS CARGO SCANNING PILOTS

I want to ask you to fill in now the second part of my inquiry, which has to do with the experience we have had with these experiments, these pilots with overseas inspection. Of course, there is a very compelling case on paper to be made for screening as much as we possibly can at the foreign ports where these ships are loaded. We have gone through this Secure Freight Initiative with the seven ports, to some degree. Can you generalize about what we have learned? In what ways are we wiser about the feasibility of this and what it might take to achieve this goal of 100 percent or certainly a large amount of the cargo being screened overseas?

Mr. AHERN. I will begin, and I will ask Mr. Winkowski to fill in any of the blanks that he might like to add as well. But when you look at the three locations we began as a pilot, starting with Port Cortes in Honduras. We had a willing partner with the government of Honduras who already had installed the x-ray capabilities there, at their expense and for their own purpose. So we had that capability already in place to build upon for and adding our presence there that was there already, again, through the Container Security Initiative. So we had that component there. And then we added the additional capability that the Department of Energy brought with the radiation portal monitor.

So that was relatively an easy partnership, if you will, to put those component parts together, integrate that, and be able to provide the integrated solution for looking at a relatively small universe of container. The number escapes me at this time, but I think it was less than 50,000 or 60,000 containers a year annually that are being shipped to the United States. When you aggregate that number, it may seem significant. When you go ahead and break that down into daily transactions, it is not that significant a volume.

We then looked at as far as location that we already had got into partnership within Pakistan, Port Qasim. We again, we had a willing partner in the government of Pakistan who were willing to donate or provide the land for us to go ahead and build a footprint to be able to have a full container protocol, therefore radiation detection X-ray as well as then integrating it.

Now we did not have the benefit of having our personnel there because of the risk that is posed by U.S. personnel outside of the embassy or consulate or compound, and being out at the port, we were restricted from being there. But we then added the virtual capability there to remote the images to here in the United States. So we actually do watch those realtime here in the United States.

However, volume, less than 3,000 containers come from Port Qasim to the United States. But I think here is an example where we need to consider going forward. It is a high-risk location, and we need to take a look at, is that the right investment to add that protocol in place so that we actually can secure that trade lane? That makes sense to us.

Before I go to Southhampton to talk about that protocol, I would just pause and speak about a companion port that is still, you know, not given that same coverage and protocol that we have in Qasim, the Port of Karachi, very close and approximately nearby with the same amount of container traffic coming to the United States. There would be a thoughtful approach, which we are already considering in engaging with our counterparts in Pakistan, to put a similar screening protocol there, scanning protocol there to add that capability. Again, small volume, about 3,000 containers, very manageable, into something where we could really add value to a location that could be higher risk than some of the other locations we deal with.

With Southhampton, again, relatively small location, had the benefit of a large footprint where we could put all the different technology there so it would not impact negatively, put capacity through that port and we had a willing partner with the U.K. customs to be part of the initial test, which they no longer state is a partnership involvement. They made an investment to say, we are part of the partnership, we were a part of the pilot, but it is no longer an investment we want to continue to make. So that brings into some of the host country counterpart issues that you deal with when we are trying to impose a 100 percent requirement in an overseas environment.

CARGO AND CONTAINERS CARRIED BY RAIL INTO MEXICO

Mr. PRICE. We ought to return to this. But let me move on to other members and questions, starting with Mr. Rogers.

Mr. ROGERS. Let me ask you about, the Administration has announced a plan that they unveiled I think last week, a new \$95 million initiative to inspect 100 percent of cargo containers carried by rail into Mexico as part of its plan to combat the drug cartels. Do you know whether or not there has been any known exploitation of southbound rail containers by the drug cartels?

Mr. AHERN. No. There is no indication that we had as far as with particular shipments going south into Mexico or weapons that are moving through the rail environment. I would submit though, it is one of those environments that we have not focused significant amount of attention. We were more concerned post-9/11 with things coming into the country and that became our foremost concern. As we now are looking to see what we can do to tighten the departure of weapons or moneys going into Mexico to fuel the drug wars, that was one of the areas we wanted to take.

The already deployed technology that was there X-raying railcars coming into the United States, to be able to use that same technology that is deployed there, to use it for outbound and again build our partnership with the government of Mexico that we do so frequently.

Mr. ROGERS. What do we currently do on railcars coming into the U.S. from Mexico?

Mr. WINKOWSKI. Mr. Rogers, currently we have been screening 100 percent coming into the United States with our hidden imagery. With the outbound side, we just started on March 12 doing 100 percent. So on the inbound side what, we are looking for was any type of contraband, narcotics, illegal aliens coming in.

Mr. ROGERS. What do you do to physically check an inbound railcar?

Mr. WINKOWSKI. We take images of all of them. We have an operator there that looks at the images and makes a decision on whether or not that particular railcar needs to be inspected further.

Mr. ROGERS. Sometimes these trains are miles long.

Mr. WINKOWSKI. Yes.

Mr. ROGERS. How do you physically go about doing that without disrupting the flow of—

Mr. WINKOWSKI. Well, what happens with the technology that we have, we are able to take an image of what is inside that railcar. And from there we make a decision on whether or not there is any type of—

Mr. ROGERS. While the train is moving?

Mr. WINKOWSKI. Yes. That is correct.

Mr. ROGERS. How fast is the train moving?

Mr. WINKOWSKI. About 5 miles per hour.

Mr. ROGERS. And you X-ray every car?

Mr. WINKOWSKI. Yes.

Mr. ROGERS. What have been the results?

Mr. WINKOWSKI. We have had results from the standpoint of narcotics and illegal aliens coming into the United States.

Mr. ROGERS. How many and how much?

Mr. WINKOWSKI. Not quite—I don't have the numbers as far as how many illegal aliens or narcotics. I would be more than happy to get back to the committee on that.

[The information follows:]

Rep Rogers to Mr. Winkowski

1. How many drugs, illegal aliens, and contraband do we have coming into the U.S.?

a. Winkowski responded he would provide that information.

RESPONSE: In FY 2008, Customs and Border Protection seized a total of 2.97 million pounds of illegal drugs, and made 2,800 apprehensions at and in between the ports of entry for illegal entry. Total agriculture quarantine material interceptions were 1.51 million, and currency seizures were 3,400 totaling \$107.98 million.

Mr. ROGERS. And what about outgoing—trains cars moving south, what are you doing about that?

Mr. WINKOWSKI. The same as we are doing on the northbound side. Our technology is bidirectional. So when we have a train that is coming south, we put that imaging equipment on the southbound lane and do our inspection. By the way, since we have started this initiative on March 12, we have examined about 24,000 railcars and over 300 trains.

Mr. ROGERS. Exiting into Mexico?

Mr. WINKOWSKI. Yes. And we have a very strong partnership with our counterparts in Mexico.

Mr. ROGERS. Did you find anything?

Mr. WINKOWSKI. No, we have not. We had several anomalies working with the Mexican government that turned out to be clay and things of that nature that came up on our imaging equipment.

Mr. ROGERS. Well, what about guns, illegal guns?

Mr. WINKOWSKI. We have not found any.

Mr. ROGERS. Illegal cash?

Mr. WINKOWSKI. No.

Mr. ROGERS. How would you see cash on as X-ray?

Mr. WINKOWSKI. It would come up. It would be in a void within the railcar. And that imaging equipment would pick up that void with what package is in it, same as you do on the narcotics sides coming in.

Mr. ROGERS. How long have you been doing the X-rays of outgoing cars?

Mr. WINKOWSKI. Outgoing cars we started on a regular-occurring basis, eight crossings on the southwest border going into Mexico, and we started on a regular-occurring basis doing every car on March 11.

Mr. ROGERS. Well, the administration is planning a \$95 million initiative to inspect 100 percent of containers going south. But you are already doing that.

Mr. WINKOWSKI. We are taking images, and those images that come up as anomalies——

Mr. ROGERS. Why would they announce a new initiative if you have been doing it for some time now?

Mr. WINKOWSKI. The new initiative being that we are doing southbound trains on a regular-occurring basis. Every southbound train is being inspected with our NII equipment. So that is new from a standpoint of the sustainability of that. We were not doing that on a regular and recurring basis by itself.

Mr. ROGERS. Where is the \$95 million coming from?

Mr. AHERN. I am not sure of the \$95 million. That could be a compilation of all the initiatives that we are going to be a part of. Because that seems to be approximately the number that we have for all of our CBP initiatives, the southbound license plate readers for the vehicle lanes that don't currently have it, the deployment of additional Border Patrol agents. We can certainly give you the breakdown of all the moneys that we have as part of our southbound initiative.

[The information follows:]

2. Where is the \$95 million DHS southbound initiative coming from?
- a. Ahern responded he did not know where the \$95 million was originating from, but he would provide the breakdown of all monies Customs and Border Protection has as part of the southbound initiative.

RESPONSE: U.S. Department of Homeland Security (DHS) Secretary Janet Napolitano announced several southwest border initiatives designed to crack down on Mexican drug cartels through enhanced border security. The plan calls for personnel to be redeployed, increased intelligence capability and better coordination with state, local and Mexican law enforcement authorities. The chart below outlines Customs and Border Protection's FY 2009 activities related to the Secretary's southwest border initiative:

Activity	Amount (\$M)
Z-Backscatter Vans	\$0.03
Canine Enforcement	\$0.44
Mobile Response Teams	\$3.20
BP Augmentation Inspection at Outbound Ports of Entry	\$1.25
License Plate Readers	\$13.10
Total	\$18.02

- Z-Backscatter Vans (ZBV) present a mobile inspection capability well suited to identify anomalies in passenger vehicles and their use in outbound enforcement activities greatly assists CBP officers. OFO currently deploys 7 ZBV vans to the southwest border (1 in Laredo Field Office, 2 in El Paso Field Office, and 4 in the San Diego Field Office). To further enhance outbound operations, 2 ZBV vans from Houston and West Palm Beach areas will be reassigned to the Tucson and Laredo Field Offices. Current year Cost: \$30K for training in Tucson for ZBVs that are re-deployed from Houston and West palm Beach
- Canine Enforcement: Currently, OFO has 17 dual detection (currency/weapons) canines which can be deployed as part of outbound enforcement operations. Of the 17 current teams, 5 are located along the southwest border. The remaining 12 teams can be temporarily reassigned in support of special operations. OFO is adding an additional 18 dual detection canines this FY, of which 15 additional teams will be deployed to the southwest border:

Deployment Cost Estimate to TDY 5 teams to SW Border

1	El Paso	\$33,751
1	Laredo	\$32,987
1	Tucson	\$28,586
2	San Diego	\$95,716
Total Cost Estimate		\$191,040

Deployment Cost Estimate to TDY 7 teams to SW Border Deployment Cost Estimate by Field Office for additional 7 K-9s

2	El Paso	\$67,036
1	Laredo	\$32,987
2	Tucson	\$56,714
2	San Diego	\$95,716
Total Cost Estimate		\$252,453

- Augment Outbound Inspection Activities with Mobile Response Teams: OFO has 4 Mobile Response Teams (MRT) ready for deployment on short notice for national level operations. These 4 teams consist of 25 members representing the New York, Los Angeles, Detroit and El Paso Field Offices. These MRTs act as a force multiplier for larger scale operations in all OFO environments. The deployments of the MRTs have lead to the success of different national level operations. This estimate would include deploying the 3 non-southwest border MRTs to the southwest border from March 22 until September 30, 2009. Current year Costs: \$3,200K (3 MRT, 25 FTE per team \$3.2M)
- Use Border Patrol Resources to Augment Outbound Inspections at the Ports of Entry: In conjunction with the movement of the reallocation of the Z-Backscatter vans, the United States Border Patrol can augment the Office of Field Operations by providing personnel, equipment (Z-Backscatter), LETC information/intelligence, and K-9's. Personnel, K-9's and equipment would enhance OFO southbound operations by providing persistent, around the clock operations to be conducted to mitigate all southbound threats, to include weapons and bulk-cash smuggling. Current year Costs: \$1,247K
 - \$660K for canine teams
 - \$90K for 8 LETC
 - \$1,097K for 100 BP Agents
- License Plate Readers for Outbound - U.S. Customs and Border Protection (CBP) has 52 outbound LPR lanes at 16 southern border crossing sites. 58 outbound lanes are not yet outfitted with outbound license plate readers across the southern border. Outbound LPRs have provided a base for outbound enforcement operations, enabling TECS checks to be performed on outbound vehicles. There have been issues with installing LPRs at outbound locations because these roadways are often controlled by states, municipalities or other authorities. Obtaining permission, completing environmental assessments, acquiring land, and privacy requirements to install outbound LPRs can be a lengthy and challenging process. The Office of Field Operations at this time has no mobile LPR units. It has been suggested that CBP use above-ground LPRs for outbound surveillance. However, above-ground LPRs are typically less accurate than in-ground, and may not meet operational requirements. If mobile LPR units were sufficiently accurate, this could be an alternative and deployed more quickly to the southern border sites until fixed LPRs can be installed which could take one to two years to completely deploy. Handheld devices have been reviewed and look promising from an operational perspective. Current year Costs: \$13,100K

Mr. ROGERS. When you see something in a railcar that is moving 5 miles an hour, and it is 2 miles long or whatever, and you see something that is suspicious, do you stop the train?

Mr. WINKOWSKI. What takes place is, because our inspection point is so close to—just within a matter of feet of the international boundary, what we do is we have a protocol with our counterparts in Mexico, Mexican customs, and relay to them the anomaly that we found, share with them the image. And they do the inspection and get back to us.

Mr. ROGERS. Well, last week, U.S. authorities at Arizona's six ports of entry along the border said that you are ill-equipped to screen vehicles and trains crossing into Mexico for smuggled weapons and cash. This is dated March 30th in The Washington Post. Who is right, or who is wrong here?

Mr. AHERN. Let me offer a comment on that. That was by our field director out in Arizona.

Mr. ROGERS. David Higginson.

Mr. AHERN. That is correct. And as many articles are, they don't give the full context of the interview. I think the point that is clearly made there, and I know Mr. Winkowski spoke to him afterwards, is that we are physically set up on the southwest border, and have been for over 40 or 50 years, with the infrastructure there to process northbound activity.

When we actually now start to go ahead and do more southbound activity, whether it be in the rail hubs or whether it be in the vehicle lanes or the pedestrian lanes, we do not have the same infrastructure we have northbound, nor do we have the same technology deployment that we have northbound.

Now in the circumstance Mr. Winkowski talked about, we do have the ability with the bidirectional X-raying capabilities to use that same technology to go ahead and image the containers on the railcars—

FACILITIES TO SCREEN BORDER CROSSERS INTO MEXICO

Mr. ROGERS. Let me get back to what Higginson says. He is your director of Field operations in Arizona, right?

Mr. AHERN. Yes, he is.

Mr. ROGERS. I would suspect he knows more about this than anybody else having been in charge over there.

He says that these ports of entry have no facilities to adequately screen border crossers, cargo traffic, or freight trains bound for Mexico; that these were built and planned and designed and staffed and trained for to catch stuff coming out of Mexico into the U.S. It was never anticipated that we would need to do the opposite. And he says, we don't have that kind of facilities.

What about, I am quoting, what about cargo? We don't have facilities to check cargo going into Mexico. If you are going to smuggle guns, are you going to smuggle them in a car or in a truck? Again, we have nothing in our southbound to check cargo, quote.

Quote, same with trains going south. If we see an anomaly, all we can do is tell Mexican customs because, two seconds later, it is in Mexico. They were never designed for going south. The ports were never designed to do it.

Mr. AHERN. No. I think that is very consistent with the statement I made. These facilities were set up for northbound processing.

Mr. ROGERS. Mr. Winkowski says that we are X-raying every car going south.

Mr. AHERN. And that is correct. As far as the full facilities to be able to do complete unloading, things of that nature for southbound trains, that is where we need to rely on our counterparts in Mexico.

Mr. ROGERS. Higgerson says you don't have the capability to check trains going south. No facilities to adequately screen freight trains bound for Mexico, Higgerson.

Mr. AHERN. Facilities. But as far as to do the imaging, the capability is there.

Mr. ROGERS. Well, you have got me confused. Are you telling me that you can X-ray it, but you cannot go into it?

Mr. AHERN. I think that is exactly what Mr. Winkowski stated, and that is why we need that partnership with Mexico. So if we identify an anomaly as our officers are looking at the image, they then go ahead and make the notification to the Mexican authorities themselves at the border. That is the logistical predicament that we are facing in this circumstance. So we can choose to do nothing, or we can deploy the technology we have to see as far as if there is any effective use of it.

We are not overselling this capability at all. We are trying to see what might be an additional capability we could deploy against the potential of weapons going out by railcars into Mexico.

VEHICLES GOING INTO MEXICO

Mr. ROGERS. What about vehicles going through the ports of entry south, southbound? What are we doing now about them?

Mr. WINKOWSKI. Well, we are doing many more inspections of southbound vehicles. While we have some challenges with southbound, the southbound footprint, vehicles are much easier to inspect than, for example, as Director Higgerson was saying, the cargo side. So we do have a protocol in place. We do have technology that is deployed down south that enables us to do inspection of vehicles. You can take these vehicles and oftentimes—many of the footprints, put them off to the side and do our inspections.

The cargo—the cargo side of it is much more challenging. But if Mr. Higgerson were here, he would tell you that what he also stated was that we have the ability on trucks that need to be inspected and unloaded to direct that particular truck over to the import lot at the port.

Mr. ROGERS. Well, I have been to San Ysidro, many of us have, and other ports. San Ysidro, what is it 16 lanes each way with vehicles lined up 2 miles to get across that border and never stopping, going through at 35 miles an hour? Are you telling me that you are checking every one of those vehicles to be sure it is not transporting guns or cash south into Mexico?

Mr. WINKOWSKI. No, going into Mexico, no. You can't do an outbound operation on a 24-by-7 basis like we do on the import—

Mr. ROGERS. And we are not doing anything, we are not checking southbound cars or trucks for anything, right?

Mr. WINKOWSKI. No, we are. We are doing operations. As a matter of fact, just in March, since we have developed this sustained effort, we have seized over \$6.2 million going southbound in vehicles.

Mr. ROGERS. How do you check them?

Mr. WINKOWSKI. We set up roadblocks just by the port of entry in the southbound lane. We stop traffic. We do interviews.

Mr. ROGERS. That is just random stops?

Mr. WINKOWSKI. No. We do our interviews—

Mr. ROGERS. Of all vehicles?

Mr. WINKOWSKI. In some cases, yes.

Mr. ROGERS. I am talking about 16 lanes of traffic going south, 2 miles long backed up, and you are checking every vehicle?

Mr. WINKOWSKI. I am not checking every vehicle.

Mr. ROGERS. That is what I am saying—

Mr. WINKOWSKI. We are doing it based on threat, based on some interviews that we are doing, based on our technology deployment.

Mr. ROGERS. Well, Mr. Chairman—

Mr. AHERN. If I just might add one final point, so there is not any concern here that is not completely addressed.

There is a concern with southbound facilities. We have talked for years with our northbound facility. I would like everyone to bear in mind, we have talked repeatedly about the aged facilities we have in the northbound areas coming in from Mexico to the United States and our northern border with Canada. I think we talked before, and again, we thank this committee and the Congress for giving us the money that we did receive to modernize some of the facilities under the stimulus package.

But again, that is only a fraction of the down payment that is needed to modernize and expand the northbound facilities. So if we are going to do the southbound activity on a sustained effort, on the same sustained basis into the future, that has to be now part of our planning that we are going to look at for southbound facilities to be able to do a full enforcement operation. Heretofore, we have only done on a special operational or on a pulse-and-surge type basis. As we are looking to try to ramp that up and do it on a more sustained basis to see, what is the level of threat going in Mexico for those?

But I would also state that the government of Mexico recognizes they have a responsibility for ramping up inspections to protect the sovereignty and to do border enforcement themselves. And I know I have met with them in the last couple of weeks about the protocols they are starting to put in place that is going to change and revolutionize how they are actually processing cars and people coming into their country.

Mr. ROGERS. My time has expired, Mr. Chairman.

But obviously, what I am driving at here is, 80 percent, we are told, of the cocaine coming into this country transits across that border and fuels the God awful things that occur in this country with drugs.

By the same token, the southbound weaponry and cash that fuels the war that is going on, on that border, that threatens both our countries is also a vital piece of what we are driving at here. So

it matters a lot now what goes south as well as what comes north on that border.

Mr. PRICE. Thank you. Mr. Rothman.

WEAPONS OF MASS EFFECT DELIVERY LOGISTICS

Mr. ROTHMAN. Thank you, Mr. Chairman.

Thank you, gentlemen, for your service. I have got a bunch of questions.

Commissioner Ahern, in your written testimony, on page 3, you say the logistics movements of that—the risk of a weapon of mass effect to be transported in a maritime container involve logistics movements which involve multiple hand-offs amongst various parties throughout the supply chain which may, in fact, itself be a deterrent to a terrorist considering using a maritime container. And I think that is why you described the risk as being not worth the 100 percent inspection goal.

As you may know, I represent the Ninth District of New Jersey, which has the 2 mile stretch in northern New Jersey which links my district to the Port of Elizabeth. It has been called the most dangerous 2 miles in the United States of America in terms of a risk of terrorist attack.

How are the logistics for putting a weapon of mass effect, as you call it, in a maritime container different than the logistics for putting a weapon of mass effect in an airplane or a railcar or a truck?

Mr. AHERN. I think that is one of the points we are trying to emphasize here is that, in the maritime environment, depending as far as the transaction, it could have multiple handlers. It could be drivers, freight forwarders, consolidators. It would have multiple hand-offs before it actually gets to the terminal operator for preparation and then loading on a vessel. And then to have confidence it would actually be on that particular vessel.

Mr. ROTHMAN. But how would you know, for example, if it has been put in a package, is it customary for a truck driver to rip open each package and see what is in his load for that day? And how would it be different than getting some cargo into the hold of an aircraft? Aren't there multiple hand-offs there as well?

Mr. AHERN. Well, again, there would certainly be multiple hand-offs. And it is what I am stating as far as that there is additional logistical challenges within the maritime environment. That is not to state that there are not logistical challenges in the other environments where there is multiple hand-offs, but I guess the point that I wanted to emphasize here is that there are other vulnerabilities that are out there that needs our attention—

Mr. ROTHMAN. Yes, I know. I understood your testimony. Are you able to talk about those greater risks in this open session?

Mr. AHERN. I think in general terms, because we have talked about it before with this Committee in the last year. Certainly when we take a look at areas that do not have as much rigor and as many layers of risk reduction, although there is some certainly, the small boat environment, a lot of small vessels that in south Florida and up in the northeastern part of the United States, certainly the Great Lakes the Pacific Northwest, our border, you know, to the west of San Diego, certainly there is a challenge in those environments where we have, certainly, the Coast Guard. We

have our maritime assets. We have intelligence as well as aviation. However, there is still a significant volume of legitimate travellers and traffic out there in those maritime small boats that we need to have a better sorting mechanism, because right now there is no rigor out there for the reporting requirements.

Mr. ROTHMAN. In addition to the small boat environment, anything that you care to mention?

Mr. AHERN. General aviation. It was certainly something that was previously identified and the protocol that we were working on internally, and it was started by a previous Secretary Chertoff, that that would be something where someone could control a significant weapon from point a to point b.

Mr. ROTHMAN. I am curious, do you have an inspection regime for pleasure ships, the big family cruise ships?

Mr. AHERN. Commercial cruise lines?

Mr. ROTHMAN. Yeah. The cargo that goes in there, the baggage, et cetera?

Mr. AHERN. Yes, we do.

Mr. ROTHMAN. Okay. In all of the years since 9/11, if you know, in the scanning of maritime containers, have you ever found anything? Dangers? You know what I mean.

Mr. AHERN. In the maritime environment?

Mr. ROTHMAN. Yeah.

Mr. AHERN. We have not found anything that is a significant nuclear weapon or radiological dispersal device or anything of that significance.

Mr. ROTHMAN. Have you found an insignificant nuclear weapon?

Mr. AHERN. No. I stand corrected.

Mr. ROTHMAN. Have you found any weapon of mass effect?

Mr. AHERN. No.

Mr. ROTHMAN. Any chemical or biological agents?

Mr. AHERN. No.

Mr. ROTHMAN. Anything I am missing that would be a significant threat to the homeland?

Mr. AHERN. No. Not that I would go into. There has been some commercial merchandise. There has certainly been some weapons shipments but not of a significant nature, although all weapons certainly can pose a significant danger.

CAREER INCENTIVES FOR PERSONNEL

Mr. ROTHMAN. May I ask a question, Dr. Gallaway?

In your remarks, Doctor, you say that there are problems in the educational pipeline in terms of—I am paraphrasing, obviously—in terms of the educational credentials and qualifications necessary to give you the personnel, qualified personnel, that you need.

Is there anything that we can do as individual Members, as Federal legislators, or as a Congress, to assist in creating incentives for individuals—for our young people to go into those fields? Or are we doing that sufficiently now?

Mr. GALLAWAY. You have already helped us. One of the programs we have under our Transformational Research and Development Program is called the Academic Research Initiative. And it is specifically designed to reach out into the academic environment to get work done. We are, of course, interested in the work they are

doing, but just as importantly, we are interested in developing a new cadre of folks. So we are supporting undergraduate and graduate students.

I mentioned that we are doing work in forensics. Forensics is another area that the scientific population is aging, and so we have made an investment in that area to also reach out to the academic environments to try to get students. We are sponsoring fellowship programs.

Mr. ROTHMAN. Any additional help we can offer, please let us know.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you. Mr. Carter.

INBOUND CONTAINER INSPECTIONS

Mr. CARTER. Thank you, Mr. Chairman.

In your testimony, you listed 86 percent of the containers inbound are being inspected, passing through—in the security initiative. The 14 percent that aren't, is that from a specific area where there are—is it missed at ports where we have the container-examining equipment? Or where does that 14 percent come from?

Mr. AHERN. I think that makes one of the logistical challenges we face; that 86 percent of the container traffic flows through our 58 CSI Container Security Initiative ports. That does not mean that they all get inspected. So when you have a volume of 58 ports that actually have transiting through there or directly departing from those 58 ports, 86 percent of container traffic, the remainder of those 14 percent of containers that make their way to the United States come from a universe of approximately 700 ports worldwide.

Mr. CARTER. So have these studies been done to try to determine if there seems to be an area of the world that you are getting more uninspected containers than other areas of the world.

Mr. AHERN. There certainly have been studies. I know that our team has very precise numbers of where all the containers actually originated from. We are into the diminishing returns of well below 1 percent of container traffic for any country or port that actually remains outside of those 58 where we have our presence.

WEAPONS CROSSING INTO MEXICO

Mr. CARTER. When I woke up this morning there was some guy on television saying that he was really unhappy with us about something in Pakistan and that he was going to create a significant event in the United States Capitol. So I was kind of interested a little bit about that. Maybe it's just current events to me.

The other thing I have a question about: Have you seized any weapons crossing the border into Mexico from the United States?

Mr. AHERN. Yes, we have.

Mr. CARTER. What is the nature of the weapons? Are they automatic weapons or are they just hunting rifles or what?

Mr. AHERN. It is a combination. We have seen a lot of small arms, handguns that are automatic weapons. We have seen a lot of shotguns, a lot of rifles as well that we are seizing. Also what the statistics actually show—and this is something that we did get into at the last hearing 3 weeks ago—was that about 90 or 95 percent of weapons that go into Mexico, the ones that are actually

identified in Mexico, are the ones we seize at the border going into Mexico that are traceable back to commercial sources in the United States. There is a significant amount of weapons still going into Mexico from other locations, from their south or through their maritime environment as well. But what we are seeing is a lot of small numbers that actually come across, the ones, the twos. Sometimes—going back about 3 or 4 weeks ago we had one of the larger ones, which was 25 weapons. So that is kind of the size that we are seeing.

And we are seeing a lot of what is referred to as straw man purchases that go, whether it be into a commercial gun dealer or to a flea market or individual purchases, buying small numbers of weapons, and take those across, kind of in very small quantities, which makes the challenge even more great.

Mr. CARTER. The reason I asked the question is because I don't disagree from talking to people who regularly go to gun shows that there seem to be people coming into gun shows and buying whole tables full of weapons. But they are not AR-15s with fully automatic capability; they are shotguns and handguns. And you may call a 45 automatic a fully automatic weapon, but I call it a semi-automatic weapon.

And what we are seeing on the news is that there seems to be some indication that we are smuggling fully automatic weapons into Mexico, which to me would mean that somebody in the manufacturing business would have to be doing that, because I don't know of anyone that sells commercially fully automatic weapons because you have to have such a huge license in order to do so, and you have to have a license to buy them too. So that is the reason I was curious if you were seeing fully automatic weapons.

Mr. AHERN. We are not seeing the quantities you described or the types that you described.

Mr. CARTER. So the argument that all the weapons that are in Mexico are the fault of the United States gun dealers is stretching the truth a little bit.

Mr. AHERN. I think it just needs to be put in its full context. When that number gets used and particularly when ATF uses it from its weapons tracking systems, those are the weapons that are recovered in Mexico that are reported back that are traceable to a commercial source here in the United States. I think it is readily admitted by many that are in the know in this, whether it be the Government of Mexico or officials in the U.S. Government, there is significant amount that still come from other than the United States into Mexico.

Mr. CARTER. Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Rodriguez.

FREE AND SECURE TRADE SHIPMENTS

Mr. RODRIGUEZ. Thank you very much.

The way it works on the border, as they are coming in, we check them and then they go in, and as we are leaving, we just go by, and usually the Mexican side checks us; and that is the way it has been. Part of the legislation that I know Chairman Price is looking at is for a strategy in terms of southbound and for you guys to let

us know what is needed in terms of resources to try to begin to do that, because we haven't done that in the past. It has been sporadic.

Let me ask you, the Customs Trade Partnership Against Terrorism, C-TPAT, my understanding is that C-TPAT, the way it has been working is that the investigations are complete—that sometimes before the investigation is completed that we just assume that the truck that comes in with dope, that that truck and that company is cut off from being able to participate and their driver. And it is my understanding that in some cases—according to statistics, 98 percent, according to the Customs Border Protection—that investigations find that it was the maquilladoras and the people that were filling the trucks, and that usually the driver comes in and picks it up and just takes it across and that they are taking the hit in most cases for just taking the stuff across when the maquilladoras themselves—can I get a clarification on that as to why, because we have got to look in terms of who is doing the damage here?

Because if I am the maquilladora, I am going to keep putting the drugs in there. The guy who is going to get nailed is the driver and the truck company.

Mr. AHERN. Absolutely.

I will begin and maybe Mr. Winkowski wants to add to my answer before I leave anything out.

I think what you are describing are FASTs, are free and secure trade shipments that come across the border where you have three components: a vetted driver that has gone through a background and been issued a FAST card, RFID enabled; and the carrier is actually C-TPAT, meaning the truck; and then the component parts could be from a C-TPAT manufacturing maquilladora operation on the south side of the border.

So you have those three distinct parts of the transaction that comes across as part of this whole vetted transaction, and these are supposed to be our highly trusted travelers or traders coming across the border. So when there are drugs that are found in that transaction, we try to discern very quickly whether that is something that the driver was complicit and involved in or whether it was something the carrier—again, the truck that actually drays it, not the tractor that the driver actually drives across the border, or if it is embedded into the cargo.

So we look at each one of its own set of facts and make a thoughtful determination of whether we should suspend—initially it is suspension, not revoking or actually being removed from the program—begin with the suspension as we go ahead, which I think is the prudent thing for us to do, to go ahead and do a rapid investigation with ICE to find out who the complicit parties are here, so that—

Mr. RODRIGUEZ. Supposedly they lose their business completely. They won't even get any more jobs if that is the case, if somebody set them up.

Mr. AHERN. I would submit that if some individuals are bringing drugs across the border that are set up, that is one thing; if there are individuals that are actually involved, that is another. And again we look at each one of these on their own set of facts. If there

is a particular set of circumstances you would like us to look at, we would be happy to do that.

Mr. RODRIGUEZ. I was told that most of them occur at maquilladoras, which we seldom go after. How many cases do we have where we have gone after and we have found that it is coming from the loaders at the maquilladora?

Mr. AHERN. We have found it in each one of the circumstances where it has actually been loaded at the maquilladora operation. We have seen it where there has been a diversionary stop after departing from the twin plant operation, and we have seen it in the tractor where the driver obviously had knowledge of that. And we have also seen where it is actually configured in the truck, the trailer itself, before it goes to the particular location. So again—

PRESIDIO HOURS OF SERVICE

Mr. RODRIGUEZ. Secondly, on the ports of entry, the Presidio port of entry, it is supposed to be a 24-hour port of entry; and the reason why that is so important is, if you have a truck on the other side it has got to go 300 miles to El Paso or 300 miles the other way to the Del Rio in order to cross. They tell me that when they find themselves—they are not going there because it is sometimes not open 24 hours. And right now they will tell you—and, yes, it is a good excuse—the flood that occurred in Ojinaga and there. But prior to that, these complaints were coming in that if it is labeled 24 hours, it should be 24 hours.

I have testimony by some of my constituents that go drive those 300 miles all the way to El Paso and wait another 2 hours to cross because of the fact that they are never sure whether the port of entry at Presidio is going to be open or not.

Mr. WINKOWSKI. Congressman, perhaps I can answer that question.

For vehicles, for private vehicles, it is a 24-by-7 port, as you well know. On the cargo side, it is open Monday through Friday, 10:00 to 6:00. It has been that way for many, many years.

I was just down in El Paso last week, met with the trade community, as you know. The vast majority of the brokers are out of El Paso and we have one broker down there in the Presidio area. Nothing has ever come up from the standpoint of expansion of hours of service.

Now, we have expanded on a test basis hours of service in the cargo arena in El Paso, Laredo and Otay Mesa and Nogales. We don't see any need from the standpoint of expanding hours from the commercial side. We average about 30 trucks a day. Now, we do have times when perhaps we are closed and the truck shows up, and I have been told by the director that arrangements are made to take care of that particular transaction despite the fact that the commercial side is closed.

So I will be more than happy—I do a lot of trips down to Texas, and I will be more than happy on my next visit to—

Mr. RODRIGUEZ. Is that the only spot, 600 miles between Del Rio and—

Mr. WINKOWSKI. Right. But right now we are talking about 30 vehicles and the first one actually comes in around 11 o'clock in the morning, typically.

Mr. PRICE. Thank you.
Mr. Calvert.

INSPECTIONS GOING INTO MEXICO

Mr. CALVERT. Thank you, Mr. Chairman.

I live near the border down in California and I used to, before all the problems with Mexico, go to Mexico often. And all the times I have gone down to Mexico I don't think I was ever stopped going south.

Maybe I don't hit the profile of somebody that they are going to stop. But I talk to a lot of folks that go to Mexico often, and they are not stopped. They don't inspect, they don't do interviews, very rarely.

You mentioned that the Mexican Government is going to enact some kind of inspection regime. Do you believe that to be the case?

Mr. AHERN. I actually do believe it to be the case. And I have seen evidence of the first implementation that is over in the Brownsville-Matamoros corridor.

Mr. CALVERT. We haven't seen it in California. I will tell you, in San Diego for instance, there is a significant problem with stolen vehicles crossing over into Mexico, and we have had very little cooperation from the Mexican Government. I suspect that in a lot of the border communities cars disappear, headed across the border, and both—in keeping those cars from crossing over, because typically what happens, if a car is stolen, there is an immediate police report, especially if you are near the border, and they are supposed to inform the Mexican Government of that, and they are supposed to stop it. But very rarely have I ever heard of their stopping these cars.

It would be helpful if they are going to do that. But you are confident that the Mexican Government is going to do this?

MEXICAN BORDER PROTOCOL

Mr. AHERN. I am confident they have begun an initial deployment of having a border protocol with technology to include license plate readers.

Now, one of the things we need to talk with them about is, how do we link that into databases where they can be more tactical and effective going forward? That is going to be part of the continuing dialogue that we are going to offer our assistance on.

Mr. CALVERT. As you know, when we cross back over, north, virtually everybody is interviewed. If you look suspicious, they inspect the automobile to make sure that you are not carrying contraband or whatever, buying stuff in Mexico you shouldn't be buying and bringing it back to the United States.

It would be interesting to see if the Mexican Government is going to do that, but I haven't seen any evidence of that. So I hope you keep the committee informed of their progress. I am sure we will be interested to see if that happens, because I do think they have a responsibility obviously to protect their own sovereignty, and not just the United States, to protect their sovereignty.

RED TEAM INTO BORDER DETECTION EQUIPMENT

Another issue on this detection issue, obviously it is a significant amount of money to put this detection equipment out there; and before that happens, do you undergo tests with outside consultants or whomever to see if they can defeat that technology before that is put into place?

I guess that is a question for Mr. Gallaway.

Mr. GALLAWAY. I am sorry. Would you clarify the last part?

Mr. CALVERT. Do you bring in outside people, who are independent of the United States Government, to see if they can defeat your technology? In other words—

Mr. GALLAWAY. In other words, do we “red team” the technology?

Mr. CALVERT. Right.

Mr. GALLAWAY. I wouldn't say that—once the technology is actually implemented, we do work with Customs and Border Protection to actually “red-team” the operations in the field. So it is “red-teaming” not only the technology but the operational protocols that go with it.

Mr. CALVERT. The technology to develop a nuclear weapon is significant. I suspect the technology to defeat the technology to detect that is not as significant.

Mr. GALLAWAY. Well, on these passive detectors, we have done an extensive amount of testing where we go out to the Nevada Test Site and using real special nuclear material, we will run in front of these portals to see if our detection equipment can detect it, in fact.

And as we are developing the new system, one of the things we are trying to make sure of is that it meets the specifications that we have laid out. The unfortunate thing is passive radiation detection devices can be defeated by putting shielding over the material, so the emissions coming off the material—

Mr. CALVERT. Wouldn't one of our enemies think of that? I mean, don't you think if they are going to try to bring in a weapon of mass destruction, that they would try to make sure they could get it in?

Mr. GALLAWAY. Precisely. And that is why the other half of the program then is to use radiography or some type of active interrogation system where we can pick it up. Because now, when you put the shielding around it, the shielding material tends to be what we call high Z, or very heavy material, and now it comes up essentially black on an x-ray or most radiography images. So by putting both systems in, we have high confidence that we can, in fact, keep someone from smuggling something through.

Mr. CALVERT. But you test that to make sure? You give somebody the challenge and see if they can defeat it—

Mr. GALLAWAY. Definitely.

Mr. CALVERT [continuing]. Before we spend the money to go out there.

IMPLEMENTATION OF ACE

One other question: This ACE program, obviously modernization is important and this new automated commercial environment to

process cargo that is coming into the United States, can you update us on where you are at with that on the implementation of ACE?

Mr. AHERN. I would be happy to give you a detailed answer if you would like.

I can give you a very quick overview.

Mr. CALVERT. Just give us a quick overview and submit to the record—

Mr. AHERN. Absolutely.

[The information follows:]

3. Can you update us on where you are on the implementation of ACE?
 - a. Ahern agreed to submit a detailed answer for the record.

RESPONSE: The Automated Commercial Environment (ACE) capabilities delivered to date include:

- The ACE Secure Data Portal, launched in June 2003, which connects U.S. Customs and Border Protection (CBP), the trade community, and participating government agencies via a single, centralized online access point to facilitate communications and the exchange of information;
- Enhanced screening and targeting capabilities, completed November 2007 and continuously upgraded through quarterly drops, which allow CBP officers to more quickly determine the cargo should be expedited for release and the cargo that should be held for further inspection;
- ACE periodic monthly statement processing, launched June 2004, which allows participants to pay duties and fees monthly, rather than transaction-by-transaction;
- Electronic truck manifest filing, which began deployment in December 2004 and allows the trade community to comply with U.S. laws requiring the electronic submission of truck manifest information 24 hours prior to arrival at a U.S. land border port of entry; and
- Entry Summary, Accounts, and Revenue (ESAR): Master Data and Enhanced Accounts (A1) capabilities, deployed September 2007, which expanded ACE account types to include virtually every entity doing business with CBP; consolidated the management of continuous bonds in ACE; and established ACE as the official repository for account-related master data.
- Entry Summary processing (entry types 01 and 11) was deployed in pilot mode to the port of Buffalo, NY on April 13th, 2009. To date, the pilot is operating successfully. If successful operations continue the capability will be expanded to the ports of Laredo, TX, Long Beach, CA and Chicago, IL in early May and nationally in late June, 2009.

CBP is currently preparing for the next major deployment, Vessel/Rail Manifest. The target for implementation of this capability is May/June 2009. Manifests detail shipment, carrier, and other information required to enter the United States. This deployment will essentially shut off manifest processing for cargo imported via rail and sea in the legacy Automated Commercial System and incorporate those processes into ACE. Deployment was initially delayed due to defects discovered during software testing. Testing with the trade community is underway, but still not complete.

Looking to 2010, the capability to file entry summaries will be expanded to entry type 03, which covers Countervailing and Anti-Dumping Duty collection. A capability to process air cargo manifests will also be deployed later that year.

To date, Congress has appropriated and released \$2.66 billion for ACE. Of this amount, \$2.50 billion has been obligated, and \$2.42 billion has been expended as of March 31, 2009. Replanning efforts are underway to establish a roadmap for the future of the ACE program. Program priorities, direction, schedule, and cost estimates are being re-evaluated based on (1) the ripple effect caused by the M1 delay; (2) efforts to increase program efficiency and effectiveness; (3) agency and Departmental priorities; and (4) updated cost and schedule estimates to design, develop, and deliver future planned ACE releases.

A quick overview that we have actually been successful in implementing the truck manifest portion, which was important for our cross-border targeting as well as for the commercial protocols.

Beginning, actually, Easter Sunday we will be having our first deployment in Buffalo for the entry summary, which will be the first part for getting the entry summary, which is the commercial aspect of the border transactions; and we will be doing additional deployments right after that in the entry summary environment; and then we will begin the vessel manifest and the air manifest thereafter.

We are lagging behind, and I will be happy to give you full, detailed answer on each one of those increments and why we are behind.

Mr. CALVERT. Thank you, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Ruppertsberger.

OVERSEAS CONTAINER INSPECTION OPERATIONS

Mr. RUPPERSBERGER. Thank you.

The first thing: A very difficult job that we all have, especially since 9/11. I feel very strongly that we always need goals, but we are appropriators and our goal as an appropriator is to create the priorities and try to put the money in the best place where it is going to work. And the goals of checking every container, it sounds like a good goal, but is it realistically helping the issue or the problem or are we addressing an issue that looks good?

For instance, there was a lot of comparisons made with Hong Kong, that they literally somehow inspected every container, but could they really determine what we were looking for in those containers because of the volume?

The other thing I am going to try to address in my period of time, I believe strongly that the port of embarkation is something that we have to deal with with other countries. We have programs that exist, and that is something that I haven't heard a lot here today, but I think is very important, that all the different United States agencies whether it be in Homeland Security, whether it be CIA, NSA, military, whatever, really need to come together as a team from an intelligence point of view and prioritize in that port of the embarkation.

You made a comment that in Pakistan it might be dangerous for one of our Americans to be at the port. There are ways to deal with that type of issue. And I would like you to address that if you can.

The other thing is technology. It is another issue that we are dealing with as far as making goals about checking every container, but we are really not doing the job. Technology is continually and constantly evolving, but there is some technology out there that I think today, that is starting to deal with the issue.

And, Mr. Gallaway, maybe you can address this, the issue of nuclear weapons. And they are not going to bring a weapon in; they are going to bring components of the weapons that come in. An example, I represent the Port of Baltimore. Two-thirds of the population in our country is one overnight drive from that area. So there are target areas like New York, like L.A. And those type of arenas. But the only way we are going to take this to another level

is with technology; and if you could, address where you think the technology is.

And also, do you work with the Department of Energy? I know there is a proliferation group there that is very aggressive and literally goes to other parts of the world to see where these components can be made from the very beginning, very beginning stage. And I assume that you work closely with them.

And so I have raised three issues; if you can try to address them in my 5 minutes, give it a shot.

Mr. GALLAWAY. Okay. Let us start with the last one first. We work with the entire community, the Department of Defense, the Department of Energy, the Department of State, Department of Justice, to try to work this problem all the way from the origin of the material and its potential movement towards a target here in the United States.

Mr. RUPPERSBERGER. Good.

Mr. GALLAWAY. So we want to be able to put in a layered defense so we have an opportunity to interdict that material anywhere during that transfer. And I think it is that layered defense that actually will set us up for success.

TECHNOLOGY ISSUES

If I can address the issue of technology, we are trying to push the boundaries because the detection technology that we have today is okay, but I think, to solve the problem long term, we need better technology. And that is why we have this transformational research program where we are——

Mr. RUPPERSBERGER. Let me stop you there. What kind of technology?

To begin with, you are dealing with containers. Your people in the port have the handheld. Are we able to get to that level, because if you don't have the handheld at this point, there is not the mechanism, I assume, out there for every port, 539 ports of this country, or the ports of embarkation.

Mr. GALLAWAY. Right. Let us even start smaller than that. The Customs and Border Protection folks wear a pager device right now that just tells you if there is radiation in the area. We are working on a replacement to that that is a spectroscopic device that is actually considerably smarter so that it would be able to tell them, is it in fact a threat to worry about or is it some benign material?

The big breakthrough that we are looking for in the near term is improved materials. Unfortunately, the detector materials that we have right now are kind of limited in their capability, and they tend to be very expensive. So with the new materials that we see on the horizon, we think we will be able to increase the sensitivity by a factor of two at least. We will be able to reduce the cost by maybe a third. And since the detector material is a significant cost of the actual detection box, now all of a sudden you have doubled the capability and probably cut the cost in half.

So the handheld that you were just talking about, that would be a big improvement now that we can put twice as many out in the field and have twice as good a capability.

Mr. RUPPERSBERGER. There is one component you always have to deal with and these are people and probably, Mr. Ahern or Mr.

Winkowski, the issue of corruption at a level where you might have a handheld but someone has a lot of—maybe a certain driver or whatever to check it.

Do we have checks and balances to countercheck what one individual is responsible for, these screenings.

Mr. AHERN. I would say that it is a rare circumstance in a maritime environment where there would be one person that would be involved with the protocols by themselves.

Mr. RUPPERSBERGER. That is good.

Mr. AHERN. And I would also offer—and it would be good for Congressman Calvert, if I had the opportunity to mention this before he goes—in addition to the testing that gets done during the acquisition cycle prior to the full system qualification and final acceptance testing, what we have actually been doing in Customs and Border Protection for close to 3 years now when it was actually codified as part of the Safe Port Act is actually do red-teaming of our—of our protocols. Beyond just as far as seeing if the technology works, do then the officers actually follow through with all the protocols that are appropriate to include the handheld devices, to include, as far as the reach-back that is required, to our laboratory and scientific services and here in the Northern Virginia area.

That is first done with a covert team that goes in. We actually set up our own commercial trucking company to go ahead and do this and have a source material that actually tests the devices as well as the officers and response protocols. And then what we do beyond, just as far as the initial covert test in a port, we then test the capabilities of all the different technology that is there in the environment.

And I would be happy to provide more detail on that—

Mr. RUPPERSBERGER. One thing on technology, too.

Is my time up?

Mr. PRICE. Your time is up, so please wrap up.

PORT OF DUBAI TECHNOLOGY

Mr. RUPPERSBERGER. The Port of Dubai, they are considered, at least 6 months ago, to have the best technology in the world. Have you looked at their technology now, where they are and as it relates to where we are in the United States?

Mr. GALLAWAY. Yes, sir. I mean, that is one of our functions to stay up on top of the technology that is out and about. And when you look at this in detail, you find out that the technology is not quite as promising as the sales brochures.

Mr. RUPPERSBERGER. Okay. Thank you.

Mr. PRICE. Thank you. Mr. Farr.

BULK CASH DETECTION

Mr. FARR. Thank you, Mr. Chairman.

It is interesting listening to these discussions because I think I go home to my little community where people still don't lock their door and there are still a lot of places in America where there is a lot of trust; and I come to Washington—and we are certainly dealing with fear in America—and you just wonder whether we are developing a whole new industrial complex based around fear.

And I know that is your job to make sure that we are secure, and I appreciate the work you do.

I hope that we can begin talking about a hemispheric security. It really seems to me that we need to make sure that all of North America is secure and we—I think we put a lot of emphasis on knowing that Canada is secure, and therefore, we don't have to worry about Canada and we have to worry about Mexico. And I think it is more because of the poverty in Mexico and the pressure it puts on undocumented people coming into this country and the fact that the cartels coming up from South America have been very effective.

And I wonder in your comments—and I appreciate Mr. Rogers' questions about going south, because I was at a dinner last night and the Mexican Ambassador was telling us that of the \$8 to \$12 billion—what they think is the drug business, \$8 to \$12 billion—that a lot of this cash is being transported in cash, in sacks of cash.

And that is the kind—that is laundered money, probably in a laundry bag, that we could detect with your kind of equipment, couldn't we, in these railcars and automobile cars going south?

Mr. AHERN. The technology that we deploy for imaging doesn't discern whether it is a package of cocaine or a package of currency or—it will certainly show as far as the outline of a weapon if that is the distinct image we are looking at versus a block of weapons where you would just see the anomaly that would be inconsistent with the rest of that particular conveyance.

Mr. FARR. So we can or cannot detect sacks of cash.

Mr. AHERN. Yes, you can.

RISK BASED RESOURCE ALLOCATION

Mr. FARR. So if we are going to try to have this bilateral security, then we have got to do our part as a partner in the bi-processes. We have got to make sure that activities which are illegal in their country, having guns—that is illegal in Mexico; you have no fourth amendment right to commit a crime in Mexico by selling weapons to people that are taking them into Mexico or by laundering money—that we have to do our fair share if we are going to have any credibility to crack down on our side that is committing crimes.

I mean, there is a crime problem on both sides of the border; and after going to Hong Kong, I really came away with a different concept about this total 100 percent. It seems to me that it is not cost effective. And I wondered—you have made a statement that our forces on risk management and security has to be driven by our informed judgment about the totality of the risks. And I wonder if you could just give the committee some of your feelings, as a professional, maybe where we have done overkill, where it is not cost effective, where we can use our informed judgment to look at the real risk. Because this really is about risk management, and I think we are looking at things that are big enough to cause a tipping point problem.

So how would you, if you were on this side, suggest that Congress might better focus its limited resources on your informed judgment.

Mr. AHERN. We did have an opportunity at the beginning of the hearing to talk about that, and I will be happy to state it again:

that, again, any type—when you put together a law enforcement strategy, you have to take a look and first assess what the risk is. In this particular circumstance, we think there is a minimal amount of risk.

We then need to take a look at the layers of risk management, the risk management that we have put in place. That begins with advanced information. We are hardening that this year with the 10+2 requirement that is going to add to the information we can then take and run through our automated targeting systems to go ahead and assess risks based on all the different factors that are going to be present and now the documentation. And we are getting deeper into the supply chain by not only that information, but also through our partnership with some of the most significant companies in the world to add more security protocols for the transactions. That is another layer of risk reduction.

In 58 overseas ports, where 86 percent of the container traffic comes through, we have close to 200 officers, between CBP and ICE, overseas actually trying to go ahead and identify if there is additional risk the systems don't identify and then deal with our host country counterparts to mitigate that prior to lading.

COST EFFECTIVENESS

Mr. FARR. I read that in your testimony and I appreciate that. I guess my question goes to, then, are we asked to do things that are not cost effective?

Mr. AHERN. As I stated also when I was—that was going to be in my conclusion point, that I believe, with the layers of risk reduction we have in place matched against the minimal risk, that we do have more significant vulnerabilities that we should be focusing our attention on.

Mr. FARR. So where are the savings?

Mr. AHERN. Pardon me?

Mr. FARR. What do we drop?

Mr. AHERN. Well, I think clearly as far as given the technological challenges, given the financial investment, given the sovereignty issues overseas, I think certainly as far as the 100 percent requirement, it needs to be thoughtfully reconsidered.

Mr. FARR. Thank you.

Mr. PRICE. Thank you.

Ms. Roybal-Allard.

OVERSEAS CONTAINER INSPECTIONS

Ms. ROYBAL-ALLARD. Thank you, Mr. Chairman. I actually want to ask about the inspections overseas.

According to a 2008 GAO report, full cooperation by participating foreign governments is sometimes lacking. For example, it is my understanding that at overseas ports, CBP agents are not allowed to observe inspections of suspicious containers conducted by foreign officials.

So my question is, what can be done to strengthen that relationship so that you can fully participate in the container inspections, and if that is not possible, what is or can be done to provide the level of security that you are seeking for these inbound containers?

Mr. AHERN. Right. And that is certainly a challenge in one particular country, and that is China, where we have challenges as far as being able to be there alongside when either the image is taken or when an inspection is needed. That is something that we continue to try to work through, but China is a challenge on that particular issue.

I think, outside of that, we have been able to work through those protocols very well. And, again, I think it goes back to the point that Congressman Ruppertsberger brought up as far as goals. The goals are not to look at 100 percent of those at even the current CSI ports; it is to look at the 100 percent that pose risk, based on the analysis, based on the review of the information, based on the host country intelligence as well as our DHS intelligence, to be able to focus our resources on those supposed risks and then deploy on those.

And it would be the same with the CSI locations. Even though it is roughly 1 percent that actually gets looked at in those CSI locations, those are the ones that pose the most significant risk, based on our assessments and intelligence, and that is how we should deploy our resources going forward.

But we do recognize that in certain locations, like China, there are still challenges we continue to work through.

100 PERCENT CONTAINER INSPECTION REQUIREMENT

Ms. ROYBAL-ALLARD. I don't know if the point had been made earlier, Mr. Chairman; I was in another hearing. But I know the Port of Los Angeles has expressed similar concerns about the requirement for the 100 percent inspection, and one of the concerns is that there may be retaliation by a foreign country who will then say, then they want us to inspect 100 percent any cargo that is leaving the United States, and that it would increase the cost. And what I am hearing is, it is really not that effective, being able to do that.

Was there any comment made about that or could you expand just a little bit? And I apologize that I wasn't here earlier.

Mr. AHERN. Absolutely. No, that is a critical point.

I would change the "R" word to a different word; it would not be "retaliation," it is "reciprocity." And we have actually had, in previous hearings brought before this committee and others here in Congress, 27 letters that were actually provided by foreign countries saying that if this 100 percent requirement goes forward, they expect that there will be reciprocity on containers departing the United States to their country.

We also had two from international organizations, such as the WCO, the World Customs Organization, as well as the European Union, the European Commission, stating the same concerns that they would actually be asking for reciprocity, as well, if we moved forward with the full implementation of this in the future.

Ms. ROYBAL-ALLARD. Do you see that creating a problem at the ports where it would be impossible to do that, so that there would be this backlog and shipments would be delayed considerably, raising costs? That was another concern that was raised.

Mr. AHERN. Without question.

Ms. ROYBAL-ALLARD. Okay. Thank you.

PLAN FOR SOUTHBOUND INSPECTIONS ON SW BORDER

Mr. PRICE. Thank you. We will have a quick second round of questions with your indulgence.

We appreciate the chance to circle back around and close a couple of loose ends here and also broach an additional area of questioning or two.

The previous questioners have gotten into considerable detail on this plan for outbound inspections and southbound inspections on the Southwest border. I will not go further into that, except to say that I would like to supplement the oral testimony this morning with a fuller, written account of what this plan looks like.

We hear that it is going to involve not just more Border Patrol agents, but also canine teams, NII systems, license plate readers. We have some preliminary indications as to what the appropriations request is likely to contain here, for example, \$45 million for license plate readers. We know that you will probably spend a good bit of the Recovery Act NII money for this, or we assume that that is a possibility. We would like to have whatever details you can furnish on that and of course we will await the detailed 2010 budget request to get this a little more completely in our sights.

But for now it would be very helpful for you to give a more detailed account of what this program is going to look like; and of course, any follow-up you want to give us on the oral accounts you gave us today of what the present capacity looks like.

[The information follows:]

RESPONSE: U.S. Department of Homeland Security (DHS) Secretary Janet Napolitano announced several southwest border initiatives designed to crack down on Mexican drug cartels through enhanced border security. The plan calls for personnel to be redeployed, increased intelligence capability and better coordination with state, local and Mexican law enforcement authorities. The chart below outlines Customs and Border Protections' FY 2009 activities related to the Secretary's southwest border initiative:

Activity	Amount (\$M)
Z-Backscatter Vans	\$0.03
Canine Enforcement	\$0.44
Mobile Response Teams	\$3.20
BP Augmentation Inspection at Outbound Ports of Entry	\$1.25
License Plate Readers	\$13.10
Total	\$18.02

- Z-Backscatter Vans (ZBV) present a mobile inspection capability well suited to identify anomalies in passenger vehicles and their use in outbound enforcement activities greatly assists CBP officers. OFO currently deploys 7 ZBV vans to the southwest border (1 in Laredo Field Office, 2 in El Paso Field Office, and 4 in the San Diego Field Office). To further enhance outbound operations, 2 ZBV vans from Houston and West Palm Beach areas will be reassigned to the Tucson and Laredo Field Offices. Current year Cost: \$30K for training in Tucson for ZBVs that are re-deployed from Houston and West palm Beach
- Canine Enforcement: Currently, OFO has 17 dual detection (currency/weapons) canines which can be deployed as part of outbound enforcement operations. Of the 17 current teams, 5 are located along the southwest border. The remaining 12 teams can be temporarily reassigned in support of special operations. OFO is adding an additional 18 dual detection canines this FY, of which 15 additional teams will be deployed to the southwest border:

Deployment Cost Estimate to TDY 5 teams to SW Border

1	El Paso	\$33,751
1	Laredo	\$32,987
1	Tucson	\$28,586
2	San Diego	\$95,716
Total Cost Estimate		\$191,040

Deployment Cost Estimate to TDY 7 teams to SW Border Deployment Cost Estimate by Field Office for additional 7 K-9s

2	El Paso	\$67,036
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1	Laredo	\$32,987
2	Tucson	\$56,714
2	San Diego	\$95,716
Total Cost Estimate		\$252,453

- Augment Outbound Inspection Activities with Mobile Response Teams: OFO has 4 Mobile Response Teams (MRT) ready for deployment on short notice for national level operations. These 4 teams consist of 25 members representing the New York, Los Angeles, Detroit and El Paso Field Offices. These MRTs act as a force multiplier for larger scale operations in all OFO environments. The deployments of the MRTs have lead to the success of different national level operations. This estimate would include deploying the 3 non-southwest border MRTs to the southwest border from March 22 until September 30, 2009. Current year Costs: \$3,200K (3 MRT, 25 FTE per team \$3.2M)
- Use Border Patrol Resources to Augment Outbound Inspections at the Ports of Entry: In conjunction with the movement of the reallocation of the Z-Backscatter vans, the United States Border Patrol can augment the Office of Field Operations by providing personnel, equipment (Z-Backscatter), LETC information/intelligence, and K-9's. Personnel, K-9's and equipment would enhance OFO southbound operations by providing persistent, around the clock operations to be conducted to mitigate all southbound threats, to include weapons and bulk-cash smuggling. Current year Costs: \$1,247K
 - \$660K for canine teams
 - \$90K for 8 LETC
 - \$1,097K for 100 BP Agents
- License Plate Readers for Outbound - U.S. Customs and Border Protection (CBP) has 52 outbound LPR lanes at 16 southern border crossing sites. 58 outbound lanes are not yet outfitted with outbound license plate readers across the southern border. Outbound LPRs have provided a base for outbound enforcement operations, enabling TECS checks to be performed on outbound vehicles. There have been issues with installing LPRs at outbound locations because these roadways are often controlled by states, municipalities or other authorities. Obtaining permission, completing environmental assessments, acquiring land, and privacy requirements to install outbound LPRs can be a lengthy and challenging process. The Office of Field Operations at this time has no mobile LPR units. It has been suggested that CBP use above-ground LPRs for outbound surveillance. However, above-ground LPRs are typically less accurate than in-ground, and may not meet operational requirements. If mobile LPR units were sufficiently accurate, this could be an alternative and deployed more quickly to the southern border sites until fixed LPRs can be installed which could take one to two years to completely deploy. Handheld devices have been reviewed and look promising from an operational perspective. Current year Costs: \$13,100K

100 PERCENT INSPECTION GOAL SCALABILITY

Secondly, on the question that Mr. Farr was just raising and that I raised earlier about the Secure Freight Initiative and this 100 percent goal. We have had a good discussion here.

I was not totally clear, Mr. Ahern; I was rushing on a bit as you concluded your initial statement. I was not entirely clear on what you were saying about these three small pilot ports. Have we, in fact, achieved 100 percent screening at the ports of Southampton, Cortes and/or Qasim?

And then, of course, the further question is the question perhaps raised by Hong Kong. Now, we visited Hong Kong. I assume some of the things you were saying about the rest of China does not apply in terms to Hong Kong in terms of the level of cooperation. My impression is that Hong Kong is a well-run port, in many ways one of the most impressive international ports; that it is a place where we have had good cooperation with the local authorities. And yet the 100 percent screening that we are talking about applies to only one lane of one terminal.

So I don't know what lesson we draw from the successes of some of these pilots. You know, we have achieved the more comprehensive screening in some very, very limited circumstances, but it seems to me they raise as many questions as they answer about how scalable this is and how much it—how well it can work even at a place like Hong Kong, to say nothing of other ports where there are many, many more difficulties.

Mr. AHERN. And absolutely you did hit on the fine point of that. I mean, certainly when I was describing those three small ports, we have been able to achieve 100 percent; and that was what was reflected in the report that we owed Congress under the SAFE Ports Act requirement for 180-day testing that was done there. So we did go ahead and affirm that in the report.

However, when you then now take a look at larger ports, even ports that are marginally larger than the ones that we actually went out and did the testing protocols in, certainly we start to recognize very clearly the legitimate challenges that are out there.

And when you take Hong Kong as one example—I also visited Hong Kong when the first ICIS, the integrated container inspection system, was marketed at that particular point in time, and it was misrepresented as far as what its capability was, that it was able to scan and do 100 percent. Well, it was one lane in one terminal, and certainly there were, as far as—concerns with the capabilities of the technology and how the response protocols were going to be realized.

So certainly those are still challenges that are out there, and even in a good place like Hong Kong, where we have a tremendous port authority to deal with, good host country counterpart support as well as the major terminal operators there, it is not without its significant challenges.

ASP MONITORS AND PVT SYSTEMS

Mr. PRICE. All right. Thank you.

Let me move on to a new topic, but one I hope we can deal with briefly. It has to do with the technology for these ASP monitors and where we are on that.

These ASP radiation portals have been underdeveloped for several years. They are intended to both detect and identify radiation sources. That would be a major improvement on the present system, but we know that program is 2 years behind schedule.

So, Dr. Gallaway, when will you finish field validation testing of the two systems that are currently in competition in terms of ASP? When will we see a certification that these monitors have met a standard of operational effectiveness? And then, finally, what about the interim plans? If certification is further delayed, what are you going to do with your plans about your plans to acquire 50 ASP systems this year and/or to acquire existing technology, PVT systems?

What is the requirement in the near term? We are covering gaps, I suppose. We are replacing older PVTs that have passed their useful life. I understand there is a good bit of money in the budget, \$120 million for 2009 that could be used to obtain these PVT systems, as needed.

On the other hand, you are talking about buying machinery that we hope is going to be superseded in a very few years.

So I want to know the state of the ASP program, but I also want to know about how many PVT monitors, at what cost, you think we are going to need given the time frame we are facing with the ASPs.

Mr. GALLAWAY. If I could start with the last part of your question first, we are continuing to build out the northern border and deploy PVTs, so that we have gone to 100 percent scanning opportunities on the northern border. And so that is what we are using most—a lot of our 2009 funds to do.

As far as the status of the ASP system, we are in field validation testing, which is done hand in hand with our colleagues from Customs and Border Protection, because we are now out in a real port of entry operation. We were in what we call tandem operation where we have got the current detection system running at the same time that we have an ASP.

When we looked at the data that we were receiving, we had a few concerns that the system may not have been working quite as well as we had hoped. And so we have paused the testing for a bit while we are analyzing the data. We anticipate that pause is probably going to go for about another month while we decide what to make of it.

I am optimistic that we will be able to solve the issue and then we would start up field validation testing again. We would do some work back in tandem operation into what we call solo operation, where they turn off the existing systems and run exclusively with ASP, and that would take several more weeks.

What all that means to the program is, we are probably looking at certification of our first system—we have two competitors right now, and the first system would be at a point where we could take it to the Secretary for certification sometime about the end of this fiscal year.

Mr. PRICE. All right. I will leave it at that for now because our time is limited, but I am going to ask you to submit for the record—and we will expect this as part of the detailed 2010 budget submission as well—a more determinative answer than you gave me on the PVT point. I would like to have a fuller understanding of this ASP timeline that you are projecting and the kind of confidence you have in it.

But then also what are we talking about with respect to these PVT systems and the—you say we are going to fill out the northern border stations. Okay, that is the scale, the scope of that? What kind of money are we talking about, especially in next year's budget, given the fact that there is money already sitting unused in—not just in 2009, but I think some funds from previous years; and given the fact that we clearly need this capability, but we also are talking about systems that are hopefully going to be superseded in terms of their capabilities.

Mr. GALLAWAY. Right. As I mentioned, finishing up the northern border will be done with the current funding that we have in hand today.

Mr. PRICE. You can definitively state that?

Mr. GALLAWAY. Correct.

Mr. PRICE. All right. Thank you.

Mr. Rogers.

CONTAINER TRANSITS FROM MEXICO TO US

Mr. ROGERS. How many containers come to the U.S. from Mexico a year or a month or whatever?

[The information follows:]

4. How many containers come to the U.S. from Mexico in a year/a month?

a. Ahern indicated he did not have the breakdown between Canada and Mexico, and provided the total number per year.

RESPONSE: in FY 2008, a total of 2.34 million containers came into the U.S. from Mexico. Please see the chart below for the monthly break out:

Container Arrivals from Mexico (FY 2008)

Oct-07	204,167
Nov-07	195,957
Dec-07	173,097
Jan-08	186,014
Feb-08	191,571
Mar-08	195,366
Apr-08	216,541
May-08	214,417
Jun-08	201,642
Jul-08	193,556
Aug-08	187,300
Sep-08	179,707
Total	2,339,335

Mr. AHERN. Off the top of my head, I can't give you the breakup between Canada and Mexico, but I know the number of trucks that cross our border is about 11, 11.5 million.

Mr. ROGERS. Per year?

Mr. AHERN. Per year.

Mr. ROGERS. From U.S. to Mexico——

Mr. AHERN. Yes. From U.S. To Mexico and also from Canada to U.S. That is our universe of trucks. I just don't have that breakdown for you.

Mr. ROGERS. Suffice to say, there is quite a flow of containers by truck from Mexico, right?

Mr. AHERN. Yes.

Mr. ROGERS. And vice versa?

Mr. AHERN. Yes.

HISTORY OF CONTAINER INSPECTION

Mr. ROGERS. What has been the history of the searches of those containers coming in or going from the U.S. across the border? What has been the history of what bad things we have found?

Mr. AHERN. We have actually found significant amounts of drugs in commercial trucks coming from Mexico into the United States.

Mr. ROGERS. In the containers?

Mr. AHERN. Yes, in commercial trucks coming—

Mr. ROGERS. I am interested in containers.

Mr. AHERN. I think we are saying the same thing. A truck with a trailer is what I referred to as that transaction, the functional equivalent of a maritime container.

Mr. ROGERS. And what about those going south?

Mr. AHERN. Going south as far as—again, we have not put that level of energy southbound as we have northbound.

TAMPER PROOF CONTAINERS

Mr. ROGERS. Well, on either bound, if we had a way to be sure that a container was not tampered with in transit from when it was loaded at the factory in Mexico until it got to wherever it was going in the U.S., if we had a way to know that it had been opened and tampered with by a truck driver who had been bought off by the cartel, would that not be a major advance?

Mr. AHERN. That would be an additional layer of security that we would be very much interested in. It goes to Congressman Rodriguez's scenario with the FAST trucks coming across, whether it happens once it leaves the point of loading at the maquiladora and gets diverted along the way, or the driver becomes compromised along the way, if you have a certified container security device that we have confidence in that would alarm us if it has been tampered with, that would be a critical piece to know at the border when it arrives.

Mr. ROGERS. It would be tremendous; would it not?

Mr. AHERN. If the device was—if we had high confidence and it was functioning well to be able to secure a box from the point it was stuffed by people we have confidence with until it arrives at the border, that would be a value added, yes.

Mr. ROGERS. We started working on this when we first started this Subcommittee—even before that—and we have been on it now for, I don't know, 7, 8 or 9 years or more. And we invented the automobile and airplane in less time than that. What is so difficult about making a container security device that we can have faith in? Will we have one in my lifetime or your lifetime or the lifetime of the country? Will we ever have a gizmo that can tell us whether or not a box has been opened or not?

Mr. AHERN. I certainly hope so, sir, because we have had this discussion many years in a row. And I certainly do look forward to being able to sit before you one day and say that the industry has been able to provide the solution that is acceptable for the operating agency.

Mr. ROGERS. It would revolutionize the way that we secure containers coming to us from all over the world. For example, if we had a certification by the manufacturer in Hong Kong that he has packed a container of his equipment and it has been sealed and we have a gizmo that can tell us whether or not it was in transit across the ocean and by rail and truck, or wherever it went, that it had not been opened or tampered with, think of the savings we could engender by not having to x ray or open and search. And Congress would be speedily moved along, and we could rest assured that we were not having a box that had been opened and an A-bomb placed in it somewhere along the way or drugs or guns or what have you.

I don't sense an urgency on the part of the Department in the slightest to get this done. Can you help me out?

Mr. AHERN. I certainly can.

I think one thing we all need to avoid is searching for a single solution to the challenge out there. Given your circumstance, that you just outlined with an A-bomb, we would not want to go ahead and put a container security device on it to be able to ensure that its integrity from point of lading, point of stuffing, all the way through to point of arrival, if that was all that we were going to focus on—whether the integrity of that container was maintained.

So it has to be part of a whole risk management protocol with multiple layers beginning with that point of stuffing to make sure that we have confidence that our supply chain security specialists have actually gone there and verified that the personnel protocols, the operational protocols, are secure enough so that we don't have any concerns about somebody violating the integrity of the box, and ensure its safe transit with the device.

So it will certainly be a value added—

TAMPER PROOF CONTAINERS

Mr. ROGERS. My question is, when are you going to get it? What is wrong? Why can't we have one today? I have been saying that for 10 years now, and I get the same answers which I can't fathom and don't understand.

Mr. AHERN. As the principal operator for CBP, we have asked for the same thing and we are certainly interested in it in the future, but we don't build these devices in our organization. We don't build these within the Department of Homeland Security—

Mr. ROGERS. If I were you, I would be hammering on the door of the person that does make them.

Mr. AHERN. This would be private industry, and we hope that they continue to develop the appropriate solution for our use because, as we have discussed before, there is an appropriate fit for a container security device as part of a whole layered protocol.

Mr. ROGERS. If the Administration would take just a portion of that \$95 million that they are requesting for further work on the border, just a small slice of that money and devote it to a container

security device, we could save most of the rest of the \$95 million by not having to search the railcars or the trucks going to and from Mexico—if we had a reliable device that could tell us that it has not been tampered with on the way by a corrupted truck driver by the cartel.

I rest my case again, Mr. Chairman.

Mr. PRICE. Thank you.

Mr. Rodriguez.

C-TPAT

Mr. RODRIGUEZ. Let me go back to that same question I had before on the C-TPAT.

My understanding is, the way it operates if I am a truck driver, I have my truck and I go pick up the load and go get in line and get across, unload it, come back, get back in line, and get another load and do that time and time again; and hopefully, as many times as I can, go across. If one of those loads has—and your response was appropriate. I just want you to look in terms of how practical or how it is being implemented because if those people get nailed, they tell me it takes a year for them to be able to go back to work in some cases, 6 months to a year. And in most of those cases, based on your own data that over 90 percent of those cases it is the maquiladora and not the trucker that is involved with those—and that is based on your data, so I would ask you to look at that, please, and see what we might be able to do.

SOUTHBOUND CHECKING OF CARGO AND VEHICLES

Now, the other thing, I know that we are all concerned—and, in fact, I have the legislation to go southbound and start checking. But none of that should take away from the importance of what is inbound; to me, that is much more a priority, what is coming into this country. And that is why I have the legislation on what is going out, because that is also important; but we need to come up with those responses, and that should not take away from that.

But I know we have on this Committee another Chairman, Lowey, that handles and is involved with some resources to Mexico, and maybe there the Mexican Government might participate in enhancing their capabilities in checking also inbound into Mexico, making sure that, you know, since its their laws, that they outlaw guns into Mexico.

And I had been a Member of Congress prior to this. I represented a previous district in the south, and we caught a lot of guns going in, as well as drugs coming out on 18-wheelers, full; and it is something we need to continue to follow through with the understanding that we don't lose track that inbound is much more critical to us than southbound, which is also important.

And let me just share a couple of incidents, and it applies to both sides. In Roma-Rio Grande, many times I was there and I saw cars involved in traffic violations or did some other things, and they just went southbound and we couldn't catch them, just like a lot of Americans that find themselves in Mexico in trouble and cut it this way and find themselves in terms of trying to get out of trouble from Mexico.

And that happens all the time there on the border, and so somehow we do need a response that we could be able to communicate quickly and catch those individuals that have either violated traffic or maybe even more serious situations.

Thank you.

Mr. PRICE. Thank you.

Mr. Farr.

CANADIAN BORDER APPREHENSIONS

Mr. FARR. Mr. Rogers, I hope we can get that equipment developed because I can't stand having to give up my bottle of water, my shaving cream, shampoo every time I go to the airport because a machine can't tell the difference between what is in those bottles and some other things. So I hope technology hurries up.

I would like to ask a couple of questions. Mexico and Canada are our number one trading partners and California is the sixth largest economy in the world and our leading trading partner is Mexico. We have to get a lot of commerce back and forth very quickly, and obviously that speed with which you deliver commerce is really important to the industry. And you in the security business have to make sure things are slowed down, checked, and so on.

I am interested on the Canadian side because I remember in some of the other hearings on the risk factor that the Canadian border was a higher risk than the Mexican border because known terrorists that had entered the United States had come across the Canadian border and, in fact, ingredients of weapons systems were detected from transshipment across the Canadian border. Has that statistic changed now?

Does the Mexican border have more? There is a lot of thought here that it does, but do the statistics show that we are apprehending more known terrorists on the Mexican border than we are on the Canadian border?

Mr. AHERN. I think when we look at the numbers, we look at what is referred to as the tied hits, the individuals that we encounter along our borders that are actually were involved with or suspicion that they are involved with potential terrorist activity or associated with a terrorist individual; and those numbers are reflected, that are more significant, on the northern border. The numbers on the northern border are, I believe, on the 500 range and it is less than 150 on the southern border with those encounters.

But that does not—that alone cannot be looked at as the indicator of what country poses the greater risk to the United States.

NORTHERN BORDER

Mr. FARR. But knowing that, from a risk management standpoint, are we providing the same kind of detection and detail to the Canadian border as we are to the Mexican border?

Mr. AHERN. Absolutely. And I would say from an antiterrorism, counterterrorism perspective, one of our—or our first deployment for radiation detection capability was on the northern border. When we started to build our systems under the Western Hemisphere Travel Initiative to be able to have full document requirements, there was no—nothing more that was required until the 9/11 Com-

mission and the 9/11 Act brought about the required documents. To come across the border from Canada to the United States, it just could be an oral declaration.

So those have certainly solidified a lot of the protocols coming across the border from Canada into the United States.

Mr. FARR. Are we building a fence across the northern border?

Mr. AHERN. No. And there is not one contemplated at this time.

Mr. FARR. Although Congress, I think, asked for it.

Mr. AHERN. I think the current requirement under the Secure Fence Act was for the southern tier.

Mr. FARR. I have no further questions.

Mr. PRICE. Thank you.

Ms. Roybal-Allard.

Ms. ROYBAL-ALLARD. Mr. Chairman, it is my understanding that my questions and issues were raised earlier, so I won't be repetitive.

Mr. PRICE. All right. Thank you.

So, with that, we will bring this hearing to a close. I think a number of us will have additional questions to submit for the record, and we will appreciate your prompt attention to those.

Mr. PRICE. Meanwhile, on behalf of all of us, let me thank you for your good work and for your testimony here this morning.

The subcommittee is adjourned.

**United States
House of Representatives
Committee on Appropriations**

Hearing before the
House Appropriations
Subcommittee on Homeland Security

Container Security

Questions for the Record

April 1, 2009

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QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

Jayson Ahern, Acting Commissioner,
 U.S. Customs and Border Protection
 Dr. Charles R. Gallaway, Acting Director,
 Domestic Nuclear Detection Office
 Thomas Winkowski, Assistant Commissioner,
 U.S. Customs and Border Protection
 Cargo and Container Security: Keeping a Lid on Threats

Statistics and Data

Question: Please list the type and volume of contraband (e.g., narcotics, fraudulent products, illegal shipped weapons) and value of smuggled currency seized or interdicted by CBP Officers and Border Patrol Agents, as well as related arrests, from FY year 2008 and projected for fiscal years 2009-10. Please break out by land border, airports, seaports, other locations, and indicate the source of the data.

ANSWER: Please see the following tables.

Seizures & Arrests Yearly Snapshot: Drug Seizures**OFFICE OF FIELD OPERATIONS****National Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)**

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	1594	18,205	933	19,359
HEROIN	359	845	227	459
MARIJUANA	11084	261,600	6,904	197,929
METHAMPHETAMINE + CRYSTAL METH	337	1,340	223	1,057
OTHER DRUGS	16925	142,193	15,524	99,410

Southern Land Border POE Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	636	8,685	331	4,552
HEROIN	86	401	61	246
MARIJUANA	4492	233,842	3,884	182,484
METHAMPHETAMINE + CRYSTAL METH	237	1,161	190	1,049
OTHER DRUGS	361	632	250	154

Northern Land Border POE Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	48	4	23	50
HEROIN	2	0	7	1
MARIJUANA	1052	2,292	643	3,118
METHAMPHETAMINE + CRYSTAL METH	33	6	14	0
OTHER DRUGS	442	303	282	127

Air and Mail Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	800	2,658	512	1,208
HEROIN	249	409	145	188
MARIJUANA	4831	10,023	1,966	4,949
METHAMPHETAMINE + CRYSTAL METH	50	147	10	8
OTHER DRUGS	15221	61,775	14,501	76,299

Seaport Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	58	2,991	41	11,434
HEROIN	15	22	13	24
MARIJUANA	190	12,940	169	4,451
METHAMPHETAMINE + CRYSTAL METH	8	27	6	0
OTHER DRUGS	123	64,002	54	22,784

Other Drug Seizure Incident Counts & Drug Weights (kg) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident by Drug Type	Drug Weight (kg)	Incident by Drug Type	Drug Weight (kg)
COCAINE	52	3,867	26	2,115
HEROIN	7	13	1	0
MARIJUANA	519	2,502	242	2,926
METHAMPHETAMINE + CRYSTAL METH	9	0	3	0
OTHER DRUGS	778	15,481	437	46

Data Sources:
 OFO - SEACATS/ATS-P
 OSP - ENFORCE
 A&M - SEACATS/ATS-P

Border Patrol Narcotic Seizures FY2008
Data Source: EID (unofficial) as of 10/22/08

SECTOR	Marijuana		Cocaine		Heroin		Methamphetamine		Ecstasy		Ecstasy Units	
	Seizures	Pounds	Seizures	Pounds	Seizures	Ounces	Seizures	Pounds	Seizures	Pounds	Seizures	Units
Del Rio	361	52,024.94	7	0.05	0	0.00	0	0.00	0	0.00	0	0
El Centro	146	33,602.39	10	182.21	2	1.11	23	4.73	0	0.00	0	0
El Paso	846	87,047.14	62	237.15	5	243.89	18	1.51	0	0.00	1	1
Laredo	475	126,169.79	40	2,793.40	4	152.35	6	156.00	0	0.00	0	0
Marfa	414	60,194.81	12	20.18	2	0.94	5	5.73	0	0.00	0	0
Rio Grande Valley	1,509	377,820.98	130	4,636.86	2	42.69	3	221.82	0	0.00	2	19
San Diego	434	49,049.42	22	699.19	5	217.65	65	46.79	0	0.00	4	85
Tucson	3,038	816,401.94	38	265.90	4	61.61	26	23.23	0	0.00	0	0
Yuma	2,197	29,857.95	42	42.99	5	0.28	74	22.81	0	0.00	16	110
Southwest Border	9,420	1,632,169.37	363	8,877.93	29	720.53	220	482.63	0	0.00	23	215
Blaine	44	2,246.43	1	0.01	0	0.00	2	0.01	3	170.01	1	196
Buffalo	44	561.25	4	3.76	1	12.00	0	0.00	0	0.00	0	0
Detroit	14	68.25	8	5.69	0	0.00	0	0.00	0	0.00	0	0
Grand Forks	16	150.20	0	0.00	1	0.01	0	0.00	0	0.00	0	0
Houlton	28	62.21	0	0.00	0	0.00	0	0.00	0	0.00	1	4
Haver	11	2.66	0	0.00	0	0.00	0	0.00	0	0.00	0	0
Spokane	22	545.17	7	158.37	2	0.36	7	0.27	2	619.20	3	115
Swanton	177	5,878.10	10	0.44	3	1.87	1	0.00	0	0.00	2	5,500
Northern Border	356	9,514.27	30	168.26	7	14.24	10	0.28	5	789.21	7	5,619
Miami	34	681.63	6	2.86	0	0.00	0	0.00	0	0.00	0	0
New Orleans	7	54.28	1	2.46	0	0.00	2	0.06	0	0.00	0	0
Ramey	1	0.01	1	220.50	0	0.00	0	0.00	0	0.00	0	0
Coastal Border	42	735.92	8	225.82	0	0.00	2	0.06	0	0.00	0	0
Nationwide	19,594	1,642,419.56	794	9,272.00	72	734.77	462	965.88	10	1,578.42	60	11,862

Seizures & Arrests Yearly Snapshot: Currency Seizures

OFFICE OF FIELD OPERATIONS

National Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	1825	38,816,337	980	14,542,367
NEITHER / NULL	66	2,531,604	38	972,982
OUTBOUND	1040	33,865,922	595	37,435,246

Southern Land Border POE Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	504	5,755,098	345	1,040,222
NEITHER / NULL	1	3,584		
OUTBOUND	324	10,060,680	213	24,837,168

Northern Land Border POE Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	183	4,396,799	99	4,027,672
NEITHER / NULL	1	962	1	5,218
OUTBOUND	13	390,979	11	370,506

Air and Mail Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	1,113	26,538,502	514	9,317,490
NEITHER / NULL	54	2,468,630	32	928,376
OUTBOUND	682	20,974,975	357	11,997,838

Seaport Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	17	691,386	17	69,613
NEITHER / NULL				
OUTBOUND	14	1,658,428	13	213,732

Other Currency Seizures and Amount (USD) - Data through FY 2009 (Apr)

	FY 2008		FY 2009 (Apr)	
	Incident Count	Amount (USD)	Incident Count	Amount (USD)
INBOUND	8	1,434,552	5	87,370
NEITHER / NULL	10	58,428	5	39,388
OUTBOUND	7	780,881	1	16,002

Data Sources:
 OFO - SEACATS/ATS-P
 OBP - ENFORCE
 A&M - SEACATS/ATS-P

Border Patrol Currency Seizures FY2008

Data Source: EID (unofficial) as of 10/23/08

Sector	Currency Events	Currency Appraisal Value
Del Rio	1	10,000
El Centro	19	94,342
El Paso	40	1,087,591
Laredo	40	2,551,511
Marfa	15	162,654
Rio Grande Valley	49	2,308,617
San Diego	104	1,685,610
Tucson	69	204,404
Yuma	7	6,220
Southwest Border	344	8,110,948
Blaine	4	46,227
Buffalo	5	26,093
Detroit	7	46,144
Grand Forks	4	43,823
Houlton	2	11,240
Havre	2	11,202
Spokane	7	28,256
Swanton	49	2,020,354
Northern Border	80	2,233,339
Miami	40	183,940
New Orleans	7	58,176
Ramey	0	0
Coastal Border	47	242,116
Nationwide	895	20,930,690

Seizures & Arrests Yearly Snapshot: Arrests

OFFICE OF FIELD OPERATIONS

Number of People Arrested - National Summary - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	9,147	5,499
DRUG SEIZURE ARRESTS	5,517	4,496
TOTAL ARRESTS (AR)	19,446	14,121
ALL SEIZURE ARRESTS (SA+SN)	7,792	6,489
TOTAL ARRESTS (AR+SA+SN)	27,238	20,610

Number of People Arrested - Southern Land Border - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	4,580	2,654
DRUG SEIZURE ARRESTS	4,344	3,723
TOTAL ARRESTS (AR)	10,623	7,698

ALL SEIZURE ARRESTS (SA+SN)	5,872	5,219
TOTAL ARRESTS (AR+SA+SN)	16,495	12,917

Number of People Arrested - Northern Land Border - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	772	438
DRUG SEIZURE ARRESTS	692	425
TOTAL ARRESTS (AR)	2,437	1,656
ALL SEIZURE ARRESTS (SA+SN)	912	607
TOTAL ARRESTS (AR+SA+SN)	3,349	2,263

Number of People Arrested - Air Summary - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	2,874	1,813
DRUG SEIZURE ARRESTS	351	273
TOTAL ARRESTS (AR)	4,033	2,820
ALL SEIZURE ARRESTS (SA+SN)	799	515
TOTAL ARRESTS (AR+SA+SN)	4,832	3,335

Number of People Arrested - Seaport Summary - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	681	467
DRUG SEIZURE ARRESTS	68	50
TOTAL ARRESTS (AR)	990	765
ALL SEIZURE ARRESTS (SA+SN)	88	57
TOTAL ARRESTS (AR+SA+SN)	1,078	822

Number of People Arrested - Other Summary - Data through FY 2009 (Apr)

	FY 2008	FY 2009 (Apr)
NCIC ARRESTS	240	127
DRUG SEIZURE ARRESTS	62	25
TOTAL ARRESTS (AR)	1,363	1,182
ALL SEIZURE ARRESTS (SA+SN)	121	91
TOTAL ARRESTS (AR+SA+SN)	1,484	1,273

Data Sources:
 OFO - SEACATS/ATS-P
 OBP - ENFORCE
 A&M - SEACATS/ATS-P

Merchandise Seizures Line Item Count (Counterfeit Goods) up to FY2009-March

	FY 2008	FY 2009
COASTAL/INTERIOR	30,326	12,876
NORTH	2,079	848
SOUTHWEST	276	140
Total	32,681	13,864

Weapon Seizures Line Item Count up to FY2009-March

	FY 2008	FY 2009
COASTAL/INTERIOR	873	379
NORTH	784	201
SOUTHWEST	421	278
Total	2,078	858

Border Patrol Firearm Seizures
FY2008

Data Source: EID (unofficial) as of 10/8/08

Sector	Events	Firearms
Del Rio	9	13
El Centro	5	5
El Paso	14	19
Laredo	2	2
Marfa	16	27
Rio Grande Valley	25	36
San Diego	12	13
Tucson	61	118
Yuma	26	29
Southwest Border	170	262
Blaine	1	1
Buffalo	1	2
Detroit	4	4
Grand Forks	2	2
Houlton	0	0
Havre	0	0
Spokane	4	4
Swanton	0	0
Northern Border	12	13
Miami	4	4
New Orleans	2	2
Ramey	0	0
Coastal Border	6	6
Nationwide	188	281

FY	Overall Trade Seizures***	Overall Trade Seizures Domestic Value	Textile Trade Seizures	Textile Trade Seizure Domestic Value	IPR Seizures*	IPR Seizure Domestic Value	Import Safety Trade Seizures**	Import Safety Trade Seizures Domestic Value
2006	17,621	\$290,241,551	3,310	\$164,693,968	14,641	\$154,835,599	966	\$47,369,759
2007	17,141	\$377,030,451	4,604	\$105,120,404	13,612	\$194,976,407	1,263	\$49,084,075
2008	18,379	\$359,911,123	5,461	\$105,129,801	14,964	\$271,681,042	2,637	\$64,938,945
2009	8,404	\$145,948,726	1,507	\$37,230,501	6,261	\$113,683,158	1,321	\$16,544,193

* IPR Seizures will include seizures involving ICE as well as CBP.

** Import Safety Seizures involve CPSC, EPA, FDA, IPR Health & Safety and UL seizures.

*** All IPR seizures are considered "trade" seizures. Also, because IPR issues affect a wide variety of products, there will be some overlap with Textile seizures and Import Safety seizures.

FY	Overall Trade Seizures**	Overall Trade Seizures Domestic Value	Textile Trade Seizures	Textile Trade Seizure Domestic Value	IPR Seizures*	IPR Seizure Domestic Value	Import Safety Trade Seizures**	Import Safety Trade Seizures Domestic Value
Source: SEACATS and CBP Trade Pulse.								

Question: Please list average land border wait times for privately operated vehicles and commercial vehicles, by crossing (as tracked on the CBP web page), for fiscal year 2008.

ANSWER: Please see the following tables.

FY 2008 Average Private Vehicle Wait Times

Northern Border POV	
Port/Crossing	Average Wait Time (minutes)
Blaine/Pacific Highway	15.2
Blaine/Peace Arch	16.4
Pembina	2.7
Sumas	9.3
Sweetgrass	6.1
Detroit/Ambassador Bridge	8.3
Detroit/Windsor Tunnel	8.6
Port Huron/Bluewater Bridge	9.2
Sault Ste. Marie/International Bridge - SSM	4.1
Alexandria Bay/Thousand Islands Bridge	1.6
Buffalo/Niagara Falls/Lewiston Bridge	4.1
Buffalo/Niagara Falls/Peace Bridge	1.5
Buffalo/Niagara Falls/Rainbow Bridge	1.4
Champlain	3.9
Calais/Ferry Point	4.25
Calais/Milltown	2.5
Derby Line	0.9
Highgate Springs	3.6
Houlton	4.0
Jackman	0.5
Norton	0.1

Southwest Border POV	
Port/Crossing	Average Wait Time (minutes)
Columbus	2.6
El Paso/Bridge of the Americas (BOTA)	25.6
El Paso/Paso Del Norte (PDN)	23.6
El Paso/Ysleta	16.5
Fabens	5.6
Fort Hancock/Fort Hancock	0.4
Presidio	8.1
Santa Teresa/Santa Teresa Port of Entry	6.9
Stanton DCL/Stanton DCL	0.3

Brownsville/B&M	18.8
Brownsville/Gateway	16.3
Brownsville/Los Indios	8.8
Brownsville/Veterans International	18.1
Del Rio	9.7
Eagle Pass/Bridge I	12.3
Eagle Pass/Bridge II	6.8
Hidalgo/Pharr/Hidalgo	16.8
Hidalgo/Pharr/Pharr	12.6
Laredo/Bridge I	19.3
Laredo/Bridge II	23.9
Laredo/Colombia Solidarity	5.2
Progreso	10.1
Rio Grande City	6.9
Roma	6.8
Douglas	12.8
Lukeville	9.4
Naco	2.4
Nogales/Deconcini	25.8
Nogales/Mariposa	22.5
San Luis	39.5
Andrade	20.7
Calexico/East	26.2
Calexico/West	46.3
Otay Mesa/Passenger	32.5
San Ysidro	47.5
Tecate	16.8

FY 2008 Average Commercial Wait Times

Northern Border COV	
Blaine/Pacific Highway	7.7
Pembina	4.2
Sumas	3.1
Sweetgrass	6.9
Detroit/Ambassador Bridge	5.9
Detroit/Windsor Tunnel	8.0
Port Huron/Bluewater Bridge	9.1
Sault Ste. Marie/International Bridge - SSM	4.2
Alexandria Bay/Thousand Islands Bridge	1.0
Buffalo/Niagara Falls/Lewiston Bridge	1.1
Buffalo/Niagara Falls/Peace Bridge	0.9
Champlain	0.3
Calais/Ferry Point	4.25
Calais/Milltown	2.5
Derby Line	1.0

Highgate Springs	1.4
Houlton	2.7
Jackman	0.4
Norton	0

Southwest Border COV	
Columbus	0.5
El Paso/Bridge of the Americas (BOTA)	6.6
El Paso/Ysleta	10.2
Fabens	0
Presidio	0.1
Santa Teresa/Santa Teresa Port of Entry	0.8
Brownsville/Los Indios	1.3
Brownsville/Veterans International	7.1
Del Rio	4.1
Eagle Pass/Bridge II	3.5
Hidalgo/Pharr/Pharr	11.0
Laredo/Colombia Solidarity	5.9
Laredo/World Trade Bridge	21.4
Progreso	11.9
Rio Grande City	0.7
Roma	0.0
Douglas	0.0
Lukeville	1.0
Naco	0.1
Nogales/Mariposa	12.5
San Luis	0.4
Andrade	0.0
Calexico/East	13.3
Otay Mesa/Commercial	22.2
Tecate	2.7

Security Gaps

Question: Commissioner Ahern's statement notes the need not to pursue 100 percent scanning to the detriment of other security requirements. Last year CBP told the committee that examples of "less developed" security programs included: in-bond movements (where some automation capability was to be developed under the ACE project); air cargo (where CBP and DNDO were working on deploying RPMs for air cargo shipments); small boats (where infrastructure such as OARS is inadequate); and general aviation (where customs operations may be at small airports without a permanent CBP presence). Please provide the status of efforts to improve security for these programs, including current funding, as well as unfunded requirements and an assessment of current funding mechanisms to satisfy 9/11 Act and other security requirements.

ANSWER: The following provides a status report:

In-Bond

CBP has greatly improved its ability to track and reconcile overdue in-bond shipments by performing programming changes in the existing Automated Cargo System (ACS). These programming changes will be carried over and then enhanced with greater oversight capabilities that are scheduled to be deployed with the new Automated Cargo Environment (ACE) multi-modal manifest releases. ACE will allow certain automatic closure events, such as when a consumption entry is filed and references an in-bond shipment. Current programming logic still requires a separate transaction to arrive and close the in-bond, despite an entry and payment of duty. ACE will close the entire in-bond movement whenever an entry for the amount of cargo moving in-bond is filed and properly references the in-bond control number.

In 2005, CBP initiated a "Rail Inland Compliance Examination" program to enable container exams to take place at the inland U.S. port of destination, rather than the rail crossing itself.

Small Boats

CBP is actively reviewing all legal issues to ensure upgraded Outlying Area Reporting Station (OARS) systems meet privacy act, system of records and other requirements. Simultaneously, CBP is finalizing system requirements to upgrade OARS to ensure marine travelers arriving from abroad at remote locations report their arrival to CBP. System requirements currently include 2-way visual and communication between the CBP officer and the traveler, automated query of law enforcement databases, and verification of Western Hemisphere Travel Initiative (WHTI) compliant documents. OARS kiosks are being designed to be low maintenance, withstand outdoor climate extremes, and to be resistant to vandalism.

The current operating estimate is that this program will cost \$11.8 million in initial acquisition costs and another \$12.7 million total for the next 5 years in operation and maintenance costs.

Private Aircraft

Through the publication of the *Advance Information on Private Aircraft Arriving and Departing the United States* Final Rule, DHS is working to strengthen private aircraft security to further minimize the vulnerability of private aircraft flights being used to deliver illicit materials, transport dangerous individuals or employ the aircraft as a weapon. Before the rule's publication, compared to regularly scheduled commercial airline operations, little or no screening or vetting of the crew, passengers, or the aircraft itself was required of private aircraft before entering or departing the United States at air ports of entry (APOE). Some of these APOEs are located well within U.S. territory and near highly populated areas. DHS developed this final rule to address these vulnerabilities and to enhance international and domestic private aircraft security. This final rule includes the identification and vetting of passengers and crew on private aircraft prior to entering and departing U.S. airspace.

- On November 18, 2008, CBP published the *Advance Information on Private Aircraft Arriving and Departing the United States* Final Rule.
- The rule requires pilots of private aircraft to submit electronic notice of arrival and/or notice of departure information, along with all traveler data, to CBP no later than 60 minutes prior to departure for all private flights in and out of the United States.
- Advance Passenger Information System (APIS) manifests are submitted through the CBP eAPIS web portal and screened against law enforcement records.
- Since December 18, 2008, pilots of private aircraft started submitting electronic manifest data and CBP Officers at POEs have begun processing the arrival of flights using the APIS manifests.

- Pilots must comply with the requirements of the rule by May 18, 2009.

Air Cargo

Efforts by CBP aimed at enhancing air cargo security include the use of advanced manifest information received four hours prior to arrival of the aircraft (received “wheels up” if the flight is less than four hours”) for every shipment destined for the United States. CBP performs a risk assessment on each shipment using the Automated Targeting System (ATS) and high risk shipments are examined upon arrival using physical searches and/or non-intrusive inspection technology. High risk cargo is also screened for radiological materials using handheld radiological isotope identification devices.

Additionally, CBP has begun to deploy air cargo radiation portal monitors (RPMs) to our nation’s airports. The first air cargo RPM was deployed to Dulles International Airport on September 8, 2008. RPMs were operational at Charlotte-Douglas, NC International Airport on March 19, 2009, and are projected to be operational in Minneapolis-St. Paul International Airport in August 2009. CBP will continue to deploy air cargo RPMs to the top 33 airports, accounting for 98% of all arriving air cargo shipments, through 2014.

CBP requests resources for its unfunded requirements in its annual budget requests to Congress. In its FY 2010 request for CBP, the Administration is requesting:

- \$38.7 million for data center migration;
- \$26.1 million to combat southbound firearms and currency smuggling;
- \$25.0 million for enhanced law enforcement retirement;
- \$20.9 million to continue the Western Hemisphere Travel Initiative (WHTI);
- \$19.1 million for additional Air and Marine Personnel;
- \$9.3 million for import safety and trade enforcement;
- \$5.0 million for enhance cyber security;
- \$3.0 million for Global Advanced Passenger Information (API)/Personal Name Record (PNR); and
- \$2.8 million analyze and employ information and intelligence at the National Targeting Center (NTC)

A number of CBP requirements associated with compliance with the 9/11 Act have been funded by enhancements received in our appropriations. They include:

- Analytical Framework and Intelligence Analyst (§ 504) – FY 2009 Appropriation contained \$17 million enhancement
- Electronic Travel Authorization (ETA) for Visa Waiver Program (VWP) (§ 711) – FY 2008 Appropriation contained \$36 million enhancement
- Washington State Enhanced Drivers License (EDL) Pilot (§ 723) – The Washington EDL Pilot is completed.
- Model Ports of Entry and 200 CBP Officers (§ 725) – FY 2009 Appropriation contained \$40 million enhancement
- Port Radiation Inspection, Detection & Evaluation System (PRIDE) (§ 1104) – Since FY 2007, CBP has spent \$20.2 million spent on PRIDE.
- Automated Targeting System-Passenger (ATS-P) Enhancements for Advanced Passenger Prescreening System (§ 1605) – FY 2009 Appropriation contained \$5 million enhancement.

- Advance Passenger Information System for Private Aircraft (eAPIS) (§ 1617) – \$2.95 million spent on eAPIS, year to date. This includes \$358,000 in FY 2009 appropriations.
- Secure Freight Initiative (SFI) (§ 1701) – \$69.6 million allocated for SFI. Program funded with FY 2006 through FY 2009 Appropriations.

However, additional funding has not been provided for a number of requirements associated with 9/11 Act compliance. They include Secure Freight Initiative (SFI), Automated Targeting System (ATS) Enhancements, Fusion Centers, Human Funding Trafficking Center and the International Railroad Security Program.

CBP believes that one of the most significant requirements resulting from the 9/11 Act is the Secure Freight Initiative, which mandates 100-percent scanning of the 11.3 million containers that enter U.S. seaports from foreign ports. This requirement presents significant operational, technical and diplomatic challenges for the agency.

DHS is now working to address the challenges of expanding scanning abroad in a manner consistent with the risk-management and layered approach to maritime cargo security that is in place and with the World Customs Organization (WCO) SAFE framework of standards.

While CBP works to address the complex challenges it has encountered, the focus now is on determining how to achieve efficient expansion while maximizing the security benefit and containing the cost. As Secretary Napolitano indicated in her recent testimony on this subject, achieving 100-percent scanning by 2012 will be difficult based on what is known today. CBP is currently taking a close look at what will be possible and useful.

Other Security requirements

CBP is currently assessing its potential need to implement other security requirements such as in-bond movements (where some automation capability was to be developed under the ACE project) – In-bond functionality is spread across two releases of ACE: M1 (e-Manifest: Rail and Sea) which will be completed in summer 2009 and M2.1 (e-Manifest: Air) which will be completed in fall 2010. In FY 2009, ACE is scheduled to spend \$35.6 million for all e-Manifest Cargo Control and Releases.

The e-Manifest releases will provide enhanced information reporting and cargo control capabilities, including the use of commercial identifiers for in-bond cargo; an electronic capability for bonded carriers that are ACE account holders to designate authorized users of their custodial bond for in-bond shipments, which will reduce fraud and improve cargo control during movement of imported cargo through the contiguous United States.

Air processing will be integrated into the multi-modal manifest processing environment shared by the rail and sea environments and will result in rail, ocean and air processing sharing a common repository and reference files accessed via the portal. In addition to receiving portal access and new reports and extracts capabilities, trade partners will be able to monitor cargo event status as the cargo moves through the international supply chain network en route to, within, or as it is being exported from the United States.

In addition, there are other outstanding security initiatives being considered for air cargo (where CBP and DNDO were working on deploying RPMs for air cargo shipments), small boats (where infrastructure such as OARS is inadequate) and general aviation (where customs operations may be at small airports without a permanent CBP presence).

Container Security Initiative (CSI)

Question: Please provide a listing of on-board supervisory and other CBP staff per CSI/SFI port and indicate whether they are permanent or TDY.

ANSWER: Please see the following table.

CSI STAFFING DEPLOYMENTS As of 04/21/2009								
CSI Port Information	TDY Staffing				Permanent Staffing			
	Sup. CBP Officer	CBP Officer	IRS	Special Agent	Sup. CBP Officer	CBP Officer	IRS	Special Agent
ALGECIRAS, SPAIN	0	0	0	0	1	1	0	0
ANTWERP, BELGIUM	0	0	0	0	1	2	0	0
ASHDOD, ISRAEL	0	0	0	0	0	0	0	0
BALBOA, PANAMA	0	0	0	0	1	1	1	0
BARCELONA, SPAIN	0	0	0	0	1	1	0	0
BREMERHAVEN, GERMANY	0	1	0	0	1	3	0	0
BUENOS AIRES, ARGENTINA	0	0	0	0	1	2	0	0
CARTAGENA, COLOMBIA	0	2	0	1	1	0	0	0
CAUCEDO, DOMINICAN REPUBLIC	0	0	0	1	0	2	0	0
CHI LUNG, TAIWAN	0	0	0	0	1	0	0	0
COLOMBO, SRI LANKA	0	0	0	0	1	1	0	0
COLON, PANAMA	0	0	0	0	1	1	0	0
DUBAI, UNITED ARAB EMIRATES	0	0	0	0	1	2	0	1
CSI Port Information	TDY Staffing				Permanent Staffing			
	TDY Staffing	Permanent Staffing		TDY Staffing	Permanent Staffing	TDY Staffing	Permanent Staffing	
DURBAN, SOUTH AFRICA	0	0	0	1	1	1	0	0
FELIXSTOWE, UNITED KINGDOM	0	0	0	0	1	2	1	1
FREEPORT, BAHAMAS	1	0	0	1	0	0	0	0
GENOA, ITALY	0	0	0	0	1	2	1	0
GIOIA TAURO, ITALY	0	0	0	0	0	2	1	0
GOTHENBURG, SWEDEN	0	0	0	0	1	1	0	0
HAIFA, ISRAEL	0	0	0	0	0	0	0	0
HALIFAX, CANADA	0	2	0	0	0	0	0	0
HAMBURG, GERMANY	0	0	0	1	0	2	1	0
HONG KONG, CHINA	0	1	0	0	1	8	0	1
KAOHSIUNG, TAIWAN	0	0	0	0	1	7	0	0
KINGSTON, JAMAICA	1	2	0	0	0	0	0	0

CSI STAFFING DEPLOYMENTS As of 04/21/2009								
KLANG, MALAYSIA	0	0	0	0	1	2	0	1
KOBE, JAPAN	0	1	0	0	1	1	0	0
LAEM CHABANG, THAILAND	1	2	0	1	0	0	0	0
LASPEZIA, ITALY	0	0	0	0	1	2	0	0
LEHAVRE, FRANCE	0	0	0	0	1	2	1	1
LISBON, PORTUGAL	0	0	0	0	1	1	0	0
LIVERPOOL, UNITED KINGDOM	0	1	0	0	1	0	0	0
LIVORNO, ITALY	0	0	0	0	1	2	0	0
MANZANILLO, PANAMA	0	0	0	0	0	0	0	0
MARSEILLE, FRANCE	0	0	0	0	1	1	0	0
MONTREAL, CANADA	0	2	0	0	0	0	0	0
NAGOYA, JAPAN	0	0	0	0	0	2	0	0
NAPLES, ITALY	1	0	0	0	0	1	0	0
PIRAEUS, GREECE	0	1	0	1	1	0	0	0
PUSAN, KOREA	1	1	0	0	0	3	1	0
QASIM, PAKISTAN	0	0	0	0	0	0	0	0
ROTTERDAM, NETHERLANDS	0	0	0	0	1	3	1	1
SANTOS, BRAZIL	0	0	0	0	1	2	1	0
SHANGHAI, CHINA	0	3	0	1	0	0	0	0
CSI Port Information	TDY Staffing				Permanent Staffing			
	Sup. CBP Officer	CBP Officer		Sup. CBP Officer	CBP Officer		Sup. CBP Officer	CBP Officer
SHENZHEN, CHINA	0	2	0	0	0	0	0	0
SINGAPORE, SINGAPORE	0	0	0	0	1	4	0	1
TANJUNG PELEPAS, MALAYSIA	0	0	0	0	0	2	0	0
THAMESPORT, UNITED KINGDOM	0	0	0	0	0	0	0	0
TILLBURY, UNITED KINGDOM	0	0	0	0	0	0	0	0
TOKYO, JAPAN	0	0	0	0	1	3	1	1
VALENCIA, SPAIN	0	0	1	0	0	2	0	0
VANCOUVER, CANADA	0	2	0	0	0	0	0	0
YOKOHAMA, JAPAN	0	0	0	0	0	2	0	0
ZEEBRUGGE, BELGIUM	0	0	0	0	0	0	0	0
TOTALS	5	23	1	8	30	76	10	8
	37				124			

SFI STAFFING DEPLOYMENTS As of 04/21/2009								
CSI Port Information	TDY Staffing				Permanent Staffing			
	Sup. CBP Officer	CBP Officer	IRS	Special Agent	Sup. CBP Officer	CBP Officer	IRS	Special Agent
ALEXANDRIA, EGYPT	0	1	0	0	0	0	0	0
PUERTO CORTES, HONDURAS	0	3	0	1	0	1	0	0
PUSAN, KOREA	0	3	0	0	0	0	0	0
SALALAH, OMAN	1	2	0	0	0	0	0	0
SOUTH HAMPTON, UNITED KINGDOM	0	3	0	0	1	2	0	0
TOTALS	1	12	0	1	1	3	0	0
	14				4			

Question: Please list: the number of high risk cargo exams conducted under CSI in foreign ports of export in FY 2008 and to date in FY 2009; the number of containers scanned in the SFI ports in FY 2008 and to date in FY 2009; and the number of containers inspected at CSI ports that were re-inspected upon arrival at domestic seaports in FY 2008 and to date in FY 2009. Have any of these inspections resulted in the detection of items that should have been discovered prior to the container's arrival in the United States?

ANSWER: The data are as follows:

- Container Security Initiative (CSI) SI Exams FY 2008 – 74,002
- CSI Exams FY 2009 (10/01/08 to 04/19/09) – 32,853
- SFI Containers Scanned FY 2008 – 191,300
- SFI Containers Scanned FY 2009 (10/01/08 to 04/27/09) – 109,956
- CSI Containers Re-inspected FY 2008 – 3,249
- CSI Containers Re-inspected FY 2009 – Data is not presently available.

There have not been discoveries of any such items.

Question: How many CSI ports rely on host government NII equipment or radiation detection technology?

ANSWER: Container Security Initiative (CSI) Ports where CSI owns the non-intrusive inspection (NII) equipment – 9

CSI Ports where host government owns the NII equipment– 43

Question: Last year CBP testified that CSI port inspection equipment is generally superior to that used in the U.S. and that CBP had confidence in the host country training and practices. You also described CBP procedures for evaluating CSI partner country standards, procedures, and training. Did CBP conduct an evaluation all 58 CSI ports last year, and were they found to have met or exceeded standards for inspecting high risk cargo?

ANSWER: While each CSI port undergoes a comprehensive evaluation within its first year of operation, CSI's Evaluations and Assessments Branch (EAB) does not annually conduct CSI port evaluations for each of its 58 operational ports. In FY 2008, EAB conducted a total of 24 CSI port evaluations. Those ports that did not undergo an evaluation in FY 2008 will undergo one in FY 2009. With each of the 24 CSI port evaluations conducted in FY 2008, it was concluded that all ports were found to have met or exceeded that minimum standards for inspecting high risk cargo.

Question: Last year CBP described the "Container Security Initiative Team Evaluation" tool (CSITE), for which an auditable database was being developed. Has CBP implemented the CSITE database, and is there a baseline of evaluation information for all participating ports that can be used by CBP reviewers?

ANSWER: The database has been implemented.

There is a baseline of information that can be used by CBP reviewers.

Question: We understand CBP officials have experienced high levels of cooperation at CSI seaports, although CBP involvement and participation with foreign customs officials during the examination of high-risk cargo varies by country. How often do CBP personnel participate in or witness inspections of high-risk cargo bound for the US? Do any countries restrict CSI teams from participating in or viewing cargo examinations?

ANSWER: The participation is country specific but for the majority of the exams CBP personnel either participate in or witness the exams.

The participation is country specific but for the majority of the exams CBP personnel either participate in or witness the exams.

Question: Last year CBP testified that an additional benefit to working with host countries' customs administrations to establish security criteria for identifying high-risk containers is receiving information from host governments about results of their own examinations. What impact has such information had on U.S. or global supply chain security?

ANSWER: Cooperation and collaboration with the host country counterparts is paramount in determining whether or not a high-risk initial assessment on a container can be mitigated on the basis of information received from both parties. Often times the host country counterparts request exams based on their own intelligence gathering or examination results. This collaboration contributes to U.S. and global security.

National Targeting Center

Question: Please describe the current onboard and planned staffing for the National Targeting Center (NTC) for fiscal years 2009-10.

ANSWER: As of May 8, 2009, the National Targeting Center-Cargo (NTC-C) has 74 permanent staff on board. It is anticipated that full NTC-C staffing, which is set at 104, will be achieved by the end of FY 2009. The DHS/CBP proposed budget for FY 2010 includes an increase of 10 additional staff at NTC-C.

Question: The NTC assists CSI teams in targeting all containers; carries out targeting for CSI seaports that lack locally based CBP officials; and targets U.S.-bound container cargo that does not pass through CSI seaports. What are the pros and cons of conducting CSI targeting from the U.S., as opposed to using teams based at the CSI seaport?

ANSWER: The targeting efforts of the National Targeting Center-Cargo (NTC-C) and those efforts from the in-country personnel compliment each other. In-country personnel allow for collaboration and information sharing as well as witnessing of examinations. The NTC-C operating schedule allows for targeting, 24 hours a day, 7 days a week. These efforts are used for additional research to be conducted on containers that may be targeted as high risk by the in-country personnel. The NTC-C also provides additional support during times of high volume, system outages and foreign holidays.

Question: CBP CSI staff work both overseas at foreign ports and at the National Targeting Center (NTC). GAO has criticized CBP's staffing model as not appropriately minimizing staff overseas. At the same time, the Subcommittee understands that CBP needs more or at least more permanent and qualified personnel in-country to coordinate with host government and witness inspections. Has CBP revised its staffing model for CSI, taking into account its minimal needs, in line with GAO recommendations? Has it developed an estimate of staffing needs for a 100 percent scanning scenario – at 700 ports?

ANSWER: Yes, CBP periodically reviews the foreign port work load assigned to CSI and revises the staffing as needed.

CBP has not developed an estimate of staffing needs for a 100-percent scanning scenario at the approximately 700 ports that ship cargo to the United States. Since foreign ports differ significantly (i.e., level of automation, volume of U.S.-bound containers, mode of transportation of arriving containers, physical layout and infrastructure) CBP conducts a comprehensive site assessment in order to determine the type of equipment, the physical placement of the equipment and staffing needs to deploy Secure Freight Initiative (SFI) scanning operations in an efficient manner with minimal impact to port operation. SFI has developed options for the future deployment of SFI scanning operations to locations of strategic importance where the additional scanning data will strengthen CBP ability to target high-risk maritime containerized cargo. For those ports identified as locations of strategic importance that are currently CSI ports, CBP will leverage the existing CBP staff whenever possible to support SFI scanning operations.

Secure Freight Initiative

Question: Following the SFI pilot program, what level of staffing needs has CBP determined to be necessary (in terms of both location and numbers) under a 100 percent scanning scenario?

ANSWER: The SFI pilot programs provided many valuable lessons learned which identified that developing a single model for the deployment and staffing of SFI scanning operations at a foreign seaport is not feasible since foreign ports differ significantly.

As CBP identifies ports of strategic importance where deploying SFI scanning operations will provide additional data to strengthen high-risk targeting, CBP will need to conduct a comprehensive site assessment for each location identified to determine the type of scanning equipment, the physical placement of the equipment, and staffing needs that will be required to efficiently scan U.S.-bound containers with minimal impact to port operation.

Question: What percentage of US bound container-cargo from these participating seaports is scanned overseas with both non-intrusive imaging and radiation detection equipment?

ANSWER: The total percentage of U.S.-bound containers scanned at SFI ports from October 12, 2007 through April 27, 2009 is 6.04%

	Total US-bound Containers	Total US-bound Containers Scanned by SFI (both NII & RPM)	Total % of US-bound Containers Scanned by SFI
Puerto Cortes, HN	152,332	78,000	51.20%
Southampton, UK	30,043	10,573	35.19%
Port Qasim, PK	68,966	56,842	82.42%
Hong Kong*	1,277,214	10,842	0.85%
Busan, KR**	1,058,368	60	0.01%
	2,586,923	156,317	6.04%

*SFI became fully operational at the Modern Terminal in Hong Kong on January 11, 2008.

** SFI became fully operational at the Gammon Terminal in Busan, South Korea on March 18, 2009.

Question: How many foreign governments or terminal operators have expressed willingness to participate in cost sharing to initiate a Secure Freight Initiative program at their port?

ANSWER: CBP has met with several of the major international marine terminal operators to brief them on SFI. Of those terminal operators, four of the largest international marine terminal operators have expressed their willingness to partner with the U.S. Government towards strengthening container security through the SFI program at their ports. However, these terminal operators have not yet expressed to what extent, if any, they would be willing to share the cost of deploying integrated scanning systems to scan all U.S.-bound containers and provide the scan data to CBP.

CBP will continue to meet with many of the largest international marine terminal operators to discuss possible roles and responsibilities as CBP explores options for a strategic direction that will prioritize future deployments of SFI to strategic locations through which potentially high-risk containerized cargo destined to the United States transits or originates.

Canadian Pre-Clearance

Question: On March 18, the Secretary met the Canadian Public Safety minister to discuss ways to ease congestion at US-Canadian ports of entry, to include land pre-clearance for commercial vehicles. Clearly, this would provide security benefits for the U.S. What issues need to be addressed to make such an approach work?

ANSWER: As noted in the 2008 Government Accountability Office (GAO) Report (GAO-08-1038R – “Termination of Shared Border Management Pilot Project”), moving forward on land pre-clearance would require the United States to have fewer law enforcement authorities and accept a lower level of security at the land pre-clearance port of entry (POE) than at any other POE in the United States. The Departments of Homeland Security (DHS), Justice (DOJ) and State (DOS) have expressed concerns that the limitations imposed on U.S. officials would expose the Peace Bridge POE at Buffalo, New York, to exploitation by terrorists or criminals and turn the Bridge into a vulnerable point along the U.S.-Canadian border. Limited U.S.

law enforcement authority at the land preclearance facility would entail no U.S. arrest power; no U.S. right to search electronic devices (i.e., laptops, personal digital assistants or cell phones) without prior criminal suspicion; and the subordination of U.S. operations conducted in a pre-clearance facility in Canada to continuous Canadian direction and control.

Several U.S. legal and security requirements must be satisfied for land preclearance to be viable. Per the 2008 GAO report, the issues still unresolved when land preclearance negotiations stopped include:

- **Arrest authority:** Under the Canadian-proposed model, the premise of national sovereignty means that the host country would have sole authority to make arrests at the preclearance site. While negotiators were able to come to agreement on how arrests would work in most circumstances, DHS and DOJ remain concerned that the U.S. Government (USG) would not have the ability to arrest and prosecute high-profile and high-value terrorists or criminals encountered at the border. Under the Canadian model, if a target of high value to the United States presents himself at the pre-clearance site only Canadian authorities—not U.S. authorities—could make an arrest. If the individual is arrested by Canadian authorities, he would have to be extradited to the United States for prosecution.
- **Right of withdrawal:** Under Canadian law, individuals have the right to withdraw an application to enter Canada at a POE. Accordingly, an individual may withdraw from inspection at a land preclearance facility if he decides he no longer wants to enter Canada. However, U.S. national security interests dictate that the USG maintain the ability to inspect and fingerprint individuals who present themselves to U.S. Customs and Border Patrol (CBP) officers for admission into the United States, regardless of whether the individual withdraws his application to enter the country. Presently, U.S. law gives CBP officers the discretion to allow an individual they have determined to be inadmissible to withdraw an application for admission in place of formal removal proceedings, but the individual does not have the right to withdraw from inspection and fingerprinting. DHS is strongly opposed to providing a guaranteed right to withdraw from inspection because doing so could allow individuals to probe for weaknesses at the pre-clearance site. Canada proposed an alternative whereby CBP officers could search and question individuals who withdraw from inspection. However, CBP officers would not be able to collect fingerprints, and Canadian border authorities would be responsible for investigating any suspicious person who withdraws from inspection. This alternative does not satisfactorily allay USG concerns.
- **Fingerprinting:** The United States and Canada differ on how and when fingerprints could be collected at the pre-clearance site. At the pre-clearance site, DHS wants to maintain CBP's authority—presently given under U.S. laws—to fingerprint any individuals who present themselves to CBP officers for admission into the United States. CBP collects fingerprints at the border for law enforcement and national security purposes, such as determining if a person is a wanted felon. Canadian law prohibits the collection of fingerprints in a land pre-clearance scenario unless the individual volunteers or has been charged with a crime. Canadian officials proposed that CBP would have the ability to take fingerprints only if certain criteria had been met. This requirement artificially limits CBP's authority at the land pre-clearance facility, as compared to CBP authorities exercised nationwide at other POEs.
- **Information sharing:** The United States and Canada disagree over how information collected by U.S. officials at the land pre-clearance site could be shared. U.S. officials want to maintain the ability to share information collected at the pre-clearance site with appropriate U.S. law enforcement agencies. Sharing this information is both allowable under U.S. law and essential to effective interagency cooperation on immigration, judicial and counterterrorism efforts. Canada wants the ability of U.S. authorities to share information collected at pre-clearance sites in Canada to be guided by Canadian

laws. Consequently, Canadian law would prohibit CBP's sharing the information collected at the pre-clearance site with appropriate U.S. agencies.

- **Canadian Charter:** The Canadian Charter, as it has been interpreted by Canadian courts, would limit the use of certain law enforcement tools currently available to CBP under U.S. laws. For example, under U.S. laws, CBP officers can search individuals, conveyances and cargo at the border without a warrant or probable cause. However, under Canadian law, reasonable grounds are needed to conduct searches. These limitations would make it difficult for CBP officers to carry out their duties fully. Furthermore, future interpretations of the Canadian Charter by Canadian Courts could adversely impact U.S. law enforcement authorities at the pre-clearance site.

Recovery

Question: Please describe the resources, training and planning CBP employed in FY08 for Supply Chain Incident Response, and the funding and staffing associated with this in FY08, as well as estimated or requested for fiscal years 2009-10.

ANSWER: U.S. Customs and Border Protection maintains an agency-wide standardize detection and response protocol, established in 2003, for the discovery of any potential radiological/nuclear material discovered in shipments or carried by individuals encountered within CBP operations.

CBP does not consider each radiation detection alarm to be a "Supply Chain Incident;" however, the protocols provide for levels of confirmation and outside expertise to ensure detections are responded to within the commensurate level of the threat and risk associated with the detection. Further, the protocols enable the response to be increased to ensure the appropriate level of support and protection to our officers and other port personnel without impeding the flow of trade unless it is deemed necessary (on the basis of confirmation by outside expertise, also known as secondary reachback).

CBP has also developed and exercised plans to maintain and/or expeditiously restore the flow of trade through our Ports of Entry (POE) during or after a disruptive event. These all-hazard plans, which were developed in close collaboration with partner agencies and the trade, include:

- the *Joint CBSA/CBP Business Resumption Communication and Coordination Plan (CCP)* with Canada for managing business resumption along our northern border;
- The *Joint MXC/CBP Business Resumption and Coordination Plan (CCP)* with Mexico for managing business resumption along our southern border; and
- The *CBP/USCG Joint Protocols for the Expeditious Recovery of Trade* with the United States Coast Guard for managing business resumption at our maritime POEs.

These plans are supported by a small dedicated planning staff in CBP's Incident Management and Operations Coordination division as well as matrixed resources from the CBP operational components. The plans have been incorporated into CBP's incident management training curriculum as well as being separately addressed in annual hurricane planning sessions. In addition, there have been two exercises with Canada, one with Mexico and several with the USCG devoted to business resumption planning and several more are in development now. It should also be noted that the CBP/USCG joint protocols were routinely employed during the 2008 Hurricane Season and were activated as a precaution for the recent H1N1 event.

With regard to FYs 2009 and 2010 business resumption planning efforts, CBP is currently working with CBSA, USCG and Transport Canada to extend the CBP/USCG joint protocols to reflect the industry view that the North American Marine Transportation System (MTS) is a continental system of integrated inter-modal

capabilities. Discussions have also been held with Canada about including business resumption considerations in upcoming exercises, as well as conducting a dedicated joint maritime business resumption exercise. Similarly CBP is working with Mexico to conduct another business resumption exercise on the land border before the end FY 2009 and then incorporate their MTS considerations in the joint maritime protocols (FY 2010). Additionally, CBP was a principal participant in the Asia Pacific Economic Cooperation (APEC) Trade Recovery Program (TRP) and concomitant exercises during FY 2009 and is approaching Asian economies about how best to incorporate them in the business resumption process.

International Initiatives

Question: Commissioner Ahern's testimony pointed to progress in working with foreign customs administrations and the World Customs Organization (WCO) to focus on mutual interests in identifying and addressing high-risk cargo. What is the impact of such reciprocity to date, and their potential for improving our ability to scan, screen and take appropriate action for cargo before it departs for the U.S.? What trade-offs might they require on our part?

ANSWER: CBP continues to work with foreign customs administrations that have expressed an interest in reciprocal programs. Through the International Fellowship Program at the National Targeting Center-Cargo (NTC-C), foreign customs officers are stationed at the NTC-C and/or U.S. ports to screen high-risk containers departing the United States.

CBP continues to work with host country counterparts in identifying, screening and examining containers that are identified as high risk. Through collaboration and value-added information, containers are screened, mitigated or examined as deemed appropriate. CBP often receives information from the host country counterparts in regards to intelligence, examination history and compliance history for shippers of containers that CBP has targeted for examination. This value-added information, which may not have been available to CBP through normal targeting procedures, is used either to mitigate or move forward with examinations.

The potential trade-offs that foreign governments may request as a condition of their partnership in CBP's CSI and/or SFI programs includes, but is not limited to, identifying and complying with the foreign countries laws and regulations, identifying funding to cover the cost of deploying scanning systems, and legal restraints on data sharing.

Rail Cargo

Question: Cargo that enters the U.S. via rail or is transferred from ship to rail (as in Tacoma) presents special operational issues. First, it is not uniformly scanned. Second, it is not easy to resolve "alarms" or undertake secondary screening that may require stopping trains and removing cars. What does CBP do when it needs to pull a container aside for further inspection in either a dockside or rail crossing scenario?

ANSWER: CBP inspection facilities for rail cargo are typically located away from the actual crossing. When a container of interest is identified, the rail carrier removes the rail car or container from the train and delivers it to the rail inspection site, where CBP then performs typical inspection techniques, to include the use of non-intrusive inspection technology, canine detection assets, etc.

Dockside examinations may be performed on the wharf using NII equipment, or the container may be transferred to a centralized examination station for a more thorough inspection, to include removal of the cargo.

Question: In 2005 CBP initiated a "Rail Inland Compliance Examination" program to enable container exams to take place at the inland U.S. port of destination, rather than the rail crossing itself. While this is intended to minimize backlog of rail traffic, is this an acceptable compromise as far as security goes? Does CBP regard such railcars as low risk?

ANSWER: The Rail Inland Compliance Examination program is a very limited program. It is only authorized for two CBP border ports (Port Huron and Detroit), and eligible cargo can only move inland to the Port of Chicago. The type of cargo eligible for this program is cargo that was randomly selected for a compliance examination. The random selection is based upon the entry filed by a broker and not the inward manifest and is system generated. This is cargo that otherwise would have been released into the economy. If any other examination criteria exist for any cargo (such as security issues, U.S. Department of Agriculture issues, etc.), the examination will be conducted at the border. Since this program began in April 2005, only 19 containers have been authorized to move inland for examination.

Only low-risk cargo is eligible for the Rail Inland Compliance Examination program.

Crane-Mounted Radiation Detection Technology – Alternatives to Portal Monitors

Question: Last year Congress provided \$2 million to test spreader-bar mounted radiation detection systems, and Dr. Gallaway testified that DHS is continuing to look at potential uses for such applications. Dr. Gallaway also noted that DHS will reach a key decision point in identifying alternatives to existing RPM architecture, such as crane-mounted or straddle radiation monitors, or a mixture of the two, to fill the gap for detecting the 2% of containers that move from ship to rail, as well as cargo moving through transshipment ports. When will this point be reached?

ANSWER: A key decision point in identifying alternatives is planned for the second quarter of FY 2010 upon the completion of performance testing of two prototype straddle carrier portals. The results of these tests will be compared to the results of the crane-mounted system tests previously conducted by CBP and the Department of Energy (DOE). As new technology options emerge, DNDO will assess the potential for improved capabilities in this environment, to the extent resources are available.

Question: We understand crane-based systems could be of value in overseas operations, if not for all domestic purposes. If so, what roles would DNDO and CBP play in promoting such efforts?

ANSWER: DNDO and CBP work jointly to assess the technical capabilities of such new equipment. If proven capable of detecting nuclear materials within established thresholds, CBP will then work to address any challenges to deploying such technology in an operational environment. CBP will not promote any specific vendor or manufacturer of such equipment in the international arena, should such equipment be proven effective.

Question: We understand that improvements have been made in scanning and detection systems since last year's studies at seaports and at national laboratory testing sites. To the extent that such improvements could make a substantial difference in the performance and cost of using spreader bar or other configurations for radiation detection, or that modifications could be made to improve existing detection technology, do DNDO and CBP have a plan to continue such lab and field testing, and the resources to carry such testing out? If not, how much funding would be required to support an ongoing field testing program?

ANSWER: The Rail Test Center (RTC) was established to provide an ongoing capability to test emerging port security technologies in an operational port environment. As new technologies emerge for solving the on-dock rail issue and other maritime port security issues, the RTC is the logical place to conduct such evaluations. The cost for conducting a multi-system high-fidelity test campaign, similar to other DNDO directed test campaigns, is approximately \$4,000,000.

Inspection and Detection/Non-Intrusive Inspection (NII) Technology

Question: What percentage of trucks, maritime cargo, and rail cars were subjected to an NII examination for FY 2008 and FY 2009 to date?

ANSWER: In the sea environment in FY 2008, 3.6 percent of maritime cargo containers were screened. In FY 2009 year-to-date, 4 percent of maritime cargo containers have been screened. In the land environment in FY 2008, 35.8 percent of truck and rail containers were screened. In FY 2009 year-to-date, 39 percent of truck and rail containers have been screened.

Question: What is the base funding for operation and maintenance of current inventory equipment in fiscal year 2008 and planned for fiscal years 2009-10?

ANSWER: In FY 2008, \$45.3 million was available specifically in the base for the Operations and Maintenance (O&M) of large- and small-scale non-intrusive inspection (NII) systems. (Note: A large-scale system can scan an entire shipping container whereas a small-scale system cannot.) In FY 2009, \$85.1 million was available in the base for the O&M of CBP's large- and small-scale NII systems. On the basis of CBP's current request in the FY 2010 President's Budget, CBP would have \$86.8 million available in the base for the O&M of CBP's large- and small-scale NII systems.

Question: Please provide an updated inventory by location of deployed large-scale NII systems, including planned deployment using FY09 funding (including planned from the American Recovery and Reinvestment Act), a description of the type of system and the date it was acquired/entered into service. To the extent there will be additional or replacement acquisition in FY10, please reflect that. For all cargo scanning equipment to be deployed in FY 2010, please provide a list of each planned procurement by type of equipment, number of planned systems, method of acquisition, and whether the procurement will be fully competitive or restricted. In the case of any non-competitive procurement, please provide the rationale for proceeding without competition. Please distinguish between domestic and international deployments.

ANSWER: The following two pages include a summary of the type of equipment CBP has deployed or will deploy and the actual or anticipated dates of deployment. Because the information about where CBP's NII systems are located is law enforcement sensitive, that information is not provided at this time, but can be provided during a separate briefing. Procurement actions regarding the funds from the American Recovery and Reinvestment Act (ARRA) of 2009 have not yet been awarded and it would be premature to discuss the types of equipment purchased with this equipment or possible deployment sites.

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
LOW ENERGY FIXED TRUCK X-RAY (TXR)					
TXR	CS-002		CA	8/25/1994	
TXR	CS-003		CA	3/20/1997	

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
TXR	CS-004		TX	10/30/1997	
TXR	CS-005		TX	1/9/1998	
TXR	CS-006		TX	5/1/1998	
TXR	CS-007		AZ	10/29/1998	
TXR	CS-008		TX	12/9/1998	
TXR	CS-009		TX	8/12/1999	
LOW ENERGY MOBILE TRUCK X-RAY (MTXR)					
MTXR	MS-019		TX	5/5/2000	
MTXR	MS-021		TX	6/1/2000	
MTXR	MS-023		TX	8/2/2000	
MTXR	MS-031		TX	3/12/2001	
MTXR	MS-033		TX	4/1/2001	
MTXR	MS-034		TX	4/26/2001	
MTXR	MS-035		TX	5/23/2001	
MTXR	MS-036		TX	7/12/2001	
MTXR	MS-037		MA	8/29/2001	
MTXR	MS-038		AZ	8/3/2001	
MTXR	MS-041		TX	10/15/2001	
MTXR	MS-042		TX	10/29/2001	
MTXR	MS-043		CA	12/19/2001	
MTXR	MS-045		FL	12/18/2001	
MTXR	MS-046		AZ	2/1/2002	
MTXR	MS-047		TX	2/28/2002	
LOW ENERGY MOBILE X-RAY (ZBV)					
ZBV	ZBV-006		CA	4/19/2004	
ZBV	ZBV-301		TX	3/7/2007	
ZBV	ZBV-302		TX	3/9/2007	
ZBV	ZBV-305		CA	3/20/2007	
ZBV	ZBV-306		TX	3/22/2007	
ZBV	ZBV-304		FL	4/3/2007	
ZBV	ZBV-281		CA	7/18/2007	
ZBV	ZBV-282		CA	7/17/2007	
ZBV	ZBV-291		AZ	7/11/2007	
ZBV	ZBF-502		NJ	1/8/2008	
ZBV	ZBF-503		TX	1/15/2008	
ZBV	ZBF-504		NY	1/22/2008	
ZBV	ZBF-510		MI	11/24/2008	
ZBV	ZBF-511		NY	11/25/2008	
LOW ENERGY FIXED X-RAY (Z PORTAL)					
Z Portal	ZP-002		CA	7/21/2008	
LOW ENERGY MOBILE GAMMA RAY (GaRDS)					
GaRDS	7060716		WA	3/17/2006	
GaRDS	7060717		MT	3/22/2006	

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
HIGH ENERGY MOBILE X-RAY (EAGLE MOBILE)					
Eagle	1003-011424-02		GA	8/31/2004	
Eagle Mobile	1002-012812-01		CA	10/26/2006	
Eagle Mobile	7081627		TX	6/26/2008	
Eagle Mobile	7081628		CA	7/31/2008	
Eagle Mobile	7081629		AZ	8/21/2008	
Eagle Mobile	7081630		TX	9/25/2008	
Eagle Mobile	7081631		LA	10/31/2008	
Eagle Mobile	7081632		MS	11/13/2008	
Eagle Mobile	7081633		CA	12/18/2008	
Eagle Mobile	7081634		SC	5/7/2009	
Eagle Mobile	7081635		AZ	2/12/2009	
FIXED GAMMA RAY SYSTEM (VACIS II)					
VACIS II	V200002		MI	8/24/1999	
VACIS II	V200003		TX	9/24/1999	
VACIS II	V200004		TX	11/5/1999	08/06/2008
VACIS II	V200005		ND	11/18/1999	
VACIS II	V200006		CA	1/4/2000	
VACIS II	V200007		AZ	12/13/1999	03-26-2009
VACIS II	V200008		NY	6/6/2000	
VACIS II	V200009		TX	1/25/2000	02/26/2009
VACIS II	V200010		TX	2/24/2000	
VACIS II	V200011		TX	4/12/2000	09/29/2009
VACIS II	V200012		TX	4/20/2000	
VACIS II	V200013		TX	5/4/2000	
VACIS II	V200014		TX	5/18/2000	08/28/2009
VACIS II	V200015		NJ	6/12/2000	05/14/2008
VACIS II	V200016		TX	6/29/2000	12/18/2008
VACIS II	V200017		TX	7/12/2000	01/23/2009
VACIS II	V200018		CA	8/7/2000	02/28/2008
VACIS II	V200019		TX	8/23/2000	06/26/2008
VACIS II	V200020		CA	9/11/2000	07/30/2009**
VACIS II	V200021		WA	9/27/2000	
VACIS II	V200022		GA	10/16/2000	05/29/2008
VACIS II	V200023		NM	11/15/2000	05/28/2009**
VACIS II	V200024		AZ	6/19/2001	04/30/2009
VACIS II	V200025		TX	6/25/2001	
VACIS II	V200026		TX	1/10/2002	
VACIS II	V200027		NY	2/6/2002	
VACIS II	V200028		CA	5/3/2002	
VACIS II	V200029		CA	1/11/2003	
VACIS II	V200030		FL	3/12/2003	
VACIS II	V200031		TX	5/15/2003	
LOW ENERGY MOBILE GAMMA RAY SYSTEM (MVACIS)					

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
Mobile VACIS	VM00001		FL	10/9/2000	
Mobile VACIS	VM00002		SC	9/11/2000	
Mobile VACIS	VM00003		FL	9/19/2000	
Mobile VACIS	VM00004		FL	9/21/2000	
Mobile VACIS	VM00005		FL	10/10/2000	
Mobile VACIS	VM00008		TX	11/27/2000	
Mobile VACIS	VM00009		AZ	1/9/2001	
Mobile VACIS	VM00010		PR	5/17/2001	
Mobile VACIS	VM00011		NJ	12/14/2000	
Mobile VACIS	VM00012		CA	1/19/2001	
Mobile VACIS	VM00013		CA	1/16/2001	
Mobile VACIS	VM00015		ND	8/30/2001	
Mobile VACIS	VM00016		NM	8/30/2001	
Mobile VACIS	VM00017		PR	10/11/2001	
Mobile VACIS	VM00018		TX	10/11/2001	
Mobile VACIS	VM00020		CA	11/8/2001	
Mobile VACIS	VM00021		MI	1/14/2002	
Mobile VACIS	VM00022		WA	12/12/2001	
Mobile VACIS	VM00023		AL	1/17/2002	
Mobile VACIS	VM00025		VA	2/27/2002	
Mobile VACIS	VM00026		NJ	3/7/2002	
Mobile VACIS	VM00027		TX	4/3/2002	
Mobile VACIS	VM00028		MN	4/3/2002	
Mobile VACIS	VM00029		FL	5/1/2002	
Mobile VACIS	VM00030		WA	5/8/2002	
Mobile VACIS	VM00031		CA	5/16/2002	
Mobile VACIS	VM00032		WA	5/16/2002	
Mobile VACIS	VM00033		PA	6/6/2002	
Mobile VACIS	VM00034		OR	6/6/2002	
Mobile VACIS	VM00035		ME	9/26/2002	
Mobile VACIS	VM00041		MN	8/29/2002	
Mobile VACIS	VM00042		ND	8/29/2002	
Mobile VACIS	VM00047		ID	9/24/2002	
Mobile VACIS	VM00048		MT	9/24/2002	
Mobile VACIS	VM00050		IL	9/26/2002	
Mobile VACIS	VM00056		VT	10/10/2002	
Mobile VACIS	VM00057		VT	10/10/2002	
Mobile VACIS	VM00060		CA	10/24/2002	
Mobile VACIS	VM00061		MS	1/21/2003	
Mobile VACIS	VM00064		NJ	12/2/2002	
Mobile VACIS	VM00065		NY	12/2/2002	
Mobile VACIS	VM00066		MD	12/16/2002	
Mobile VACIS	VM00067		DE	12/16/2002	
Mobile VACIS	VM00070		AZ	1/7/2003	

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
Mobile VACIS	VM00071		TX	1/7/2003	
Mobile VACIS	VM00072		FL	1/8/2003	
Mobile VACIS	VM00074		HI	5/9/2003	
Mobile VACIS	VM00077		CA	3/7/2003	
Mobile VACIS	VM00078		WA	3/11/2003	
Mobile VACIS	VM00079		CA	3/7/2003	
Mobile VACIS	VM00080		TX	3/28/2003	
Mobile VACIS	VM00084		SC	10/29/2003	
Mobile VACIS	VM00085		WA	10/22/2003	
Mobile VACIS	VM00086		GA	4/18/2003	
Mobile VACIS	VM00087		NC	4/18/2003	
Mobile VACIS	VM00088		ND	5/2/2003	
Mobile VACIS	VM00091		MI	5/2/2003	
Mobile VACIS	VM00092		NY	5/16/2003	
Mobile VACIS	VM00093		NY	4/15/2003	
Mobile VACIS	VM00095		NY	5/1/2003	
Mobile VACIS	VM00096		MD	5/14/2003	
Mobile VACIS	VM00097		NY	5/20/2003	
Mobile VACIS	VM00098		VA	6/3/2003	
Mobile VACIS	VM00099		TX	6/17/2003	
Mobile VACIS	VM00100		LA	7/11/2003	
Mobile VACIS	VM00103		GA	7/1/2003	
Mobile VACIS	VM00104		CA	6/9/2003	
Mobile VACIS	VM00107		TX	8/11/2004	
Mobile VACIS	VM00142		ME	11/3/2004	
Mobile VACIS	VM00159		SC	3/22/2006	
Mobile VACIS	VM00160		MI	4/20/2006	
RAIL GAMMA RAY SYSTEM (RVACIS)					
Rail Vacis	VR00001		TX	8/1/2000	
Rail Vacis	VR00002		AZ	2/7/2002	
Rail Vacis	VR00004		CA	7/13/2006	
Rail Vacis	VR00005		TX	6/4/2002	
Rail Vacis	VR00006		TX	9/23/2002	
Rail Vacis	VR00009		TX	5/27/2003	
Rail Vacis	VR00011		TX	7/2/2003	
Rail Vacis	VR00012		CA	1/28/2003	
Rail Vacis	VR00015		NY	1/14/2004	
Rail Vacis	VR00016		WA	8/27/2003	
Rail Vacis	VR00018		MN	7/15/2003	
Rail Vacis	VR00019		ND	10/23/2003	
Rail Vacis	VR00020		ID	11/12/2003	
Rail Vacis	VR00021		NY	1/28/2004	
Rail Vacis	VR00022		ND	1/21/2004	
Rail Vacis	VR00024		ND	2/11/2004	

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
Rail Vacis	VR00025		Canada	9/7/2004	
Rail Vacis	VR00026		Canada	9/7/2004	
Rail Vacis	VR00027		Canada	10/19/2005	
Rail Vacis	VR00028		MI	12/1/2005	
Rail Vacis	VR00029		NY	12/18/2008	
Rail Vacis	VR00032		VT	4/15/2009	
PALLET GAMMA-RAY SYSTEM					
Pallet Vacis	VPL00001		CA	6/22/2001	
Pallet Vacis	VPL00003		CA	12/4/2003	
Pallet Vacis	VPL00004		CA	12/18/2003	
Pallet Vacis	VPL00006		TX	1/15/2004	
Pallet Vacis	VPL00007		NJ	2/26/2004	
Pallet Vacis	VPL00008		FL	3/17/2004	
Pallet Vacis	VPL00009		TX	4/8/2004	
Pallet Vacis	VPL00011		TX	4/22/2004	
Pallet Vacis	VPL00012		TX	5/6/2004	
Pallet Vacis	VPL00014		NJ	5/20/2004	
Pallet Vacis	VPL00015		TX	8/19/2004	
Pallet Vacis	VPL00018		FL	11/4/2004	
Pallet Vacis	VPL00022		TX	9/2/2004	
Pallet Vacis	VPL00023		FL	9/23/2004	
Pallet Vacis	VPL00024		SC	10/14/2004	
Pallet Vacis	VPL00025		WA	11/18/2004	
Pallet Vacis	VPL00027		AZ	12/16/2004	
Pallet Vacis	VPL00028		CA	1/13/2005	
Pallet Vacis	VPL00029		GA	1/29/2005	
LOW ENERGY PORTAL GAMMA-RAY SYSTEM					
Portal Vacis	VP00025		CA	10/12/2004	
Portal Vacis	VP00026		TX	9/15/2005	
Portal Vacis	VP00068		TX	9/17/2008	
Portal Vacis	VP00069		TX	10/3/2008	
Portal Vacis	VP00070		TX	11/6/2008	
Portal Vacis	VP00071		TX	1/7/2009	
Portal Vacis	VP00072		TX	4/23/2009	
HIGH ENERGY MOBILE X-RAY SYSTEM (HCVM)					
HCVM	701		FL	4/26/2006	
HCVM	702		GA	7/13/2006	
HCVM	703		NJ	9/24/2006	
HCVM	704		FL	10/12/2006	
HCVM	705		CA	1/10/2007	
HCVM	706		WA	2/15/2007	
HCVM	707		SC	3/20/2007	
HCVM	708		NJ	4/18/2007	
HCVM	709		CA	5/24/2007	

Customs and Border Protection's Inventory of Large Scale NII Systems					
Model	Serial Number	Location	State	Date Fielded	Date Upgraded
HCVI	710		TX	6/6/2007	
HCVI	711		TX	1/24/2008	
HCVI	712		VA	4/16/2008	
HCVI	713		VA	4/17/2008	
HCVI	714		MD	5/8/2008	
HCVI	715		DE	6/26/2008	
HCVI	716		PA	7/31/2008	
HCVI	717		NJ	8/14/2008	
HCVI	718		WA	9/18/2008	
HCVI	719		MA	9/25/2008	
HCVI	720		GA	10/16/2008	
HCVI	721		WA	11/13/2008	
HCVI	722		OR	12/18/2008	
HCVI	723		FL	1/29/2009	
HCVI	724		FL	2/26/2009	
HCVI	725		PR	4/23/2009	
HIGH ENERGY FIXED GANTRY X-RAY SYSTEM (INTELLX)					
IntelliX	001		TX	7/19/2007	

**This is a projected date only. Deployment schedule may vary based on a variety of factors, including vendor delivery capabilities and the extent of any port infrastructure modifications.

In addition to the current systems that CBP has in its inventory, CBP will be deploying the following systems in FY 2009:

- 9 High Energy Fixed-Site Systems
- 1 High Energy Mobile System
- 4 Rail Gamma Systems
- 1 Portal Gamma Ray System

The table that follows summarizes the number of non-intrusive inspection systems to be deployed in FY 2010 by type of system. The procurement for all these systems is developed in a highly structured manner that complies with the Federal Acquisition Regulation Act regulations and will be fully competitive. All the systems identified are for domestic locations

Type of System	Number of Systems
High Energy Mobile Systems	11
High Energy Rail Systems	1
High Energy X-rays	5
Low Energy Mobile Systems	24
Low Energy Portal Imaging Systems	10
Small Scale Systems	***

*** Includes a wide variety of systems and unit costs. A number of systems to be purchase and/or deployed is indeterminate.

Question: Please provide a matrix showing NII equipment purchased, deployed and proposed purchase/deployment for CSI and SFI for FY 2010.

ANSWER: Container Security Initiative Equipment – Currently Deployed

Location	Unit
Piraeus, Greece	MTXR
Freeport, Bahamas	HCV-2500

Location	Unit
Buenos Aires, Argentina	CAB-2000
Colon, Panama	CAB-2000
Chi Lung, Taiwan	CAB-2000
Kaohsiung, Taiwan	CAB-2000
Santos, Brazil	CAB-2000
Kaohsiung, Taiwan	CAB-2000
Haifa, Israel	HCV-2500
Manzanillo, Panama	CAB-2000
Cartgena, Columbia	CAB-2000
Balboa, Panama	CAB-2000
Alexandria, Egypt	CAB-2000

Secure Freight Initiative (SFI) Equipment – Currently Deployed

Location	Unit
Port Qasim, Pakistan	CAB-2000
Port Qasim, Pakistan	CAB-2000
Southampton, U.K.	P-7500
Busan, Korea	P-7500
Salallah, Oman	RAPISCAN MBL
Karachi, Pakistan	Smith's HCV

SFI Equipment – Purchased/Not yet deployed (in-storage)

Hong Kong – proposed location	P-7500
Alexandria, Egypt – proposed location	P-7500
Alexandria, Egypt – proposed location	M-6500

SFI Equipment – Proposed additional units for FY 2009

Two additional SFI NII units at a budgeted cost of \$7M.

SFI Equipment for FY 2010 - Currently no additional non-intrusive inspection units are proposed for purchase in FY 2010.

Question: Please describe how CBP and DNDO use the Secondary Reachback Program and other collaboration with the Department of Energy to reduce vulnerability to shielding by high "Z" material.

ANSWER: CBP uses active interrogation techniques, in the form of radiography, to determine the possible presence of anomalous high Z material in commerce. This can indicate non-legitimate use of high Z materials to obscure threat items. The Secure Freight Initiative is piloting systems and protocols that scan U.S.-bound containers in foreign ports with radiography and passive radiation detectors. Results of these scans are reviewed by CBP personnel in real time, and items of concern are then passed to the CBP Laboratory and Scientific Services (LSS-TC). Following alarm adjudication protocols, LSS reviews the data and elevates cases that meet established thresholds for review by the Secondary Reachback (SRB) program's national-level spectroscopists.

Neutrons are not effectively shielded by high-density materials. Neutron radiation may correspond to some threat materials and, accordingly, measuring neutron intensity is an important part of a robust screening effort. Unexplained neutrons are a trigger for activation of the SRB. Once the alarm reaches the SRB program, it is analyzed by spectroscopists who are well-versed in neutron physics and skilled in the analysis of neutron data and neutron-induced gamma-ray spectra.

CBP and DNDO do not rely on radiography and passive gamma-ray and neutron radiation detection alone. A vital element of the SRB program is the intelligence-based situational awareness that is brought to bear on every request for alarm adjudication. This "real world" understanding both complements and augments the technical capabilities embodied by radiation detection, spectroscopy and radiography. With regard to the question posed, this translates into a practical understanding of the "who, what, where and why" of the *legitimate* use and shipment of high Z shielding, as well as an awareness of how such material has been used for nefarious purposes in the past. SRB also conducts analysis of available historical technical and operational data to better understand the capabilities and limitations of the deployed equipment and better understand the indicators that raise suspicion that a threat object may be masked. These factors and information allow for a better understanding of the entire alarm incident, rather than just relying on available quantitative radiation detection data.

The Reachback process has been focused on providing analysis of passive radiation detection and gamma spectroscopy data. It is recognized that because of the ability to shield threat material with high-density materials, to provide adequate analysis and recognize the potential for shielding, SRB is applying resources to the understanding of radiography capabilities and limitations and detailed analysis of potential shielding and effect on radiation signatures to better assess these important factors.

Question: Last year the Subcommittee was told that the JINII program would compare results of the Cargo Advanced Automated Radiography System (CAARS), which is looking at the ability to detect shielded material, against government-off-the-shelf and commercial-off-the-shelf NII systems that might "manually" detect shielded material. What is the status of this analysis, and when will the results be available?

ANSWER: DNDO was able to arrange the testing of three systems: Rapiscan Eagle Portal, SAIC CAARS, and L-3 CAARS. The testing of these units will be completed September 2009, November 2009, and March 2010, respectively. The final report is scheduled to be released 3 months after the tests are complete.

Question: What is the status of JINII efforts to develop image analysis and other tools, along with efforts to develop a hybrid radiation/density detection system, and to increase the container scanning rate beyond the capacity of current systems?

ANSWER: DNDO initiated a Small Business Innovative Research (SBIR) program to develop image analysis tools. This program is still in the early stages of development. The JINII program is not developing a hybrid

radiation and density detection system. It is developing radiography systems that can be used to automatically detect high atomic number and high-density objects in cargo.

Customs-Trade Partnership Against Terrorism (C-TPAT)

Question: Last year CBP testified that you expect C-TPAT compliance rates to be sustained at FY2006/07 levels. What were they for FY 2008 and are you projecting for FY 2009?

ANSWER: The C-TPAT compliance rate for FY 2008 was 97.66%.

C-TPAT projects that the compliance rate for FY 2009 will be between 98 percent and 99.5 percent.

Question: How many importers, carriers, and brokers are C-TPAT participants? What is your estimate for numbers that are NOT participating, and how much trade (by value or volume) is not conducted under the aegis of C-TPAT?

ANSWER: As of April 28, 2009, there are 4,238 certified importers, 2,503 certified carriers and 791 certified brokers participating in the Customs-Trade Partnership Against Terrorism program.

CBP is unable to determine the number of businesses that exist, both domestically and internationally, or that are eligible to participate in the Customs-Trade Partnership Against Terrorism (C-TPAT) program but are not doing so.

C-TPAT estimates that the current value of C-TPAT imports is 51.5 percent. As such, it is estimated that 48.5 percent of trade by value is not covered by C-TPAT.

Question: How many C-TPAT validations were performed in FY08 and in FY09 to date?

ANSWER: C-TPAT conducted 3,686 validations in FY 2008 and 1,684 validations to date in FY 2009.

Question: How many C-TPAT Supply Chain Security Specialists were on board in FY 2008 and to date?

ANSWER: C-TPAT had 193 Supply Chain Security Specialists (SCSS) in FY 2008. In FY 2009, C-TPAT currently has 186 SCSSs on board.

Question: Under the SAFE Port Act CBP was to establish minimum security requirements for C-TPAT participants, which are to be reviewed once a year and updated as necessary. Has CBP initiated this review process? To date, for which trade sectors has CBP performed a criteria review and how have any needed revisions been implemented in the validation process?

ANSWER: C-TPAT has initiated a review of the minimum security criteria. In August 2008, a work group composed of C-TPAT Supply Chain Security Specialists (SCSSs) from the seven C-TPAT Field Offices reviewed the criteria and made specific suggestions for updating the security criteria upon the basis of their experience with respect to conducting validations.

C-TPAT has reviewed the criteria for all participating sectors: Importers, Air Carriers, Rail Carriers, Sea Carriers, Highway Carriers, Foreign Manufacturers, U.S. Customs Brokers, U.S.- and Foreign-Based Marine Port Authority and Terminal Operators, Mexico Long-Haul Highway Carriers, Consolidators and Third Party Logistics Providers).

C-TPAT is currently reviewing and prioritizing the proposed changes to the minimum security criteria and projects they will be finalized by the end of this FY. The changes may require consultation with the Department's Commercial Operations Advisory Committee before being fully implemented; however, certain changes are being incorporated into the validation process in the form of recommended, but not required, actions. These recommended security measures are given to the C-TPAT participant during the validation visit to strengthen their supply chain security. Eventually some of the recommended actions may become required once jointly agreed upon with the trade community. These changes will clarify certain aspects of the minimum security criteria and identify such things as what evidence of implementation should be verified, viewed or obtained during the validation process to ensure C-TPAT minimum security criteria are met.

Question: The SAFE Port Act requires C-TPAT to use three "Tiers" to classify its participants, which CBP has done for importers but not for participants in nine other trade sectors. Will CBP establish such tiers for non-importer groups, and if so, what is the status of such efforts?

ANSWER: The C-TPAT tiered benefit system is designed to provide a reduction in the Automated Targeting Score for importer partners commensurate with their status in the program. Tiers 1 and 2 apply to all C-TPAT participants but only C-TPAT importers are eligible for Tier 3. The reason for this is that only C-TPAT importers receive reduced targeting scores. As the C-TPAT program continues to evolve, CBP continues to explore potential benefits to the trade within their specific sectors. For example, C-TPAT is exploring the possibility of granting Tier 3 designation to those C-TPAT members in other sectors, which clearly exceed the minimum security criteria. This will allow members to differentiate themselves and will serve as a potential benefit in terms of marketability.

C-TPAT updated its best practices catalogue and disseminated it to the members on April 1, 2009. The catalogue defines a best practice, pinpoints specific examples of top best practices not previously published and examines how best practices will be considered as the C-TPAT program continues to evolve. This document contains best practices identified within the universe of all sectors and potentially will be used as a tool to determine whether non-Importer members are meeting the minimum security criteria.

Question: the SAFE Port Act provides that CBP should confer Tier 3 benefits following validation of a participant's trade practices, provided the participant has demonstrated a sustained commitment to maintaining security practices that exceed guidelines for Tier 2 validation. Has CBP established specific criteria for granting Tier 3 status?

ANSWER: The Headquarters Program Director is responsible for making Tier-3 eligibility determinations. Several factors are considered, including Field Management recommendations, the relative importance of identified best practices as they relate to the industry as a whole, the number of best practices identified across the various categories of the minimum security criteria, and the degree to which the best practices are periodically tested, audited and monitored. Although such determinations are made on a case-by-case basis and on the basis of all available information, C-TPAT is exploring the possibility of developing a methodology to quantify best practices in accordance with a scoring system and creating a weighted scoring tool to provide more objectivity when making Tier-3 determinations.

Question: The Validation Security Assessment Tool (VSAT) is intended to ensure consistency in security specialists' validations of supply chain security compliance. GAO recently reported the VSAT default setting of "no" makes it impossible to determine the intended response of the validator. What reviewing mechanism does CBP use to ensure proper use and accurate results of the VSAT?

ANSWER: The Validation Security Assessment Tool (VSAT) was specifically designed to ensure uniformity in the validation process. The VSAT is required to be used by all SCSSs that perform a foreign validation visit. It ensures that validations are uniform by using standard questions but does not preclude the SCSS from asking additional questions during the course of a validation. In accordance with the GAO recommendation, the VSAT was revised in July 2008 to reflect "yes," "no," "not applicable," or "other" responses. Field managers are required to perform random, quarterly audits of the VSAT data collected by SCSS to ensure information is complete, timely and accurate. C-TPAT is currently integrating the VSAT questions into the automated validation reports it is developing. Field Managers will continue to perform audits to ensure that all questions are answered and data is gathered correctly. In addition, the program is in the process of creating an evaluation branch, which will provide even more oversight of the validation process.

Question: VSAT serves C-TPAT specialists as a guide in validating member companies' security profiles with a consistent methodology. After the initial validation is complete, how are security changes monitored and validated for continued adherence to security requirements?

ANSWER: On November 14, 2008, the Headquarters Program Director issued policy guidance to all field managers indicating that benefits will only be administered once the partner has responded to all required actions listed in the initial validation report. Members are given 90 days to upload in the C-TPAT Portal an explanation of actions taken to respond to weaknesses identified by SCSSs during the validation process, and the SCSS must concur that all vulnerabilities have been adequately addressed and identify the evidence provided by the member (e.g., receipts, photographs, documented policies/procedures, etc.). C-TPAT has developed an automated management tool and associated reports to identify delinquent (90 days) member responses to validation reports. Immediate action is taken to suspend those members that do not comply with the 90-day requirement.

As an additional step, the program is now physically verifying that the validation responses previously provided to CBP are accurate. This process began in CY 2009. By documenting the actions required from initial validations and comparing them to both findings for revalidations at the same site and revalidations at alternate sites, the program will be able to draw logical conclusions as to the overall impact and specific security enhancements.

Finally, C-TPAT participants are required to complete an annual self assessment, at which time they are required to review, correct and/or update their previously submitted security profile. Failure to do so results in suspension or removal from the program. C-TPAT also monitors seizure information, and when members are involved the program takes immediate action to suspend the partner until a post-incident analysis is conducted and corrective actions taken.

Question: In the past CBP officials were not permitted to validate C-TPAT member supply chains within China. During 2007, CBP undertook a pilot project to use third party contractors to validate the supply chain security of U.S. importers in China. As of December 2007, only 14 of 307 eligible C-TPAT members had indicated an interest in using a third party to validate their security and only 1 had actually been validated. Why were C-TPAT members importing from China willing to forego the added benefits of validation as a Tier 2 or Tier 3 participant? Why did so few eligible C-TPAT members agree to cooperate in the pilot, and what would be necessary to gain their support?

ANSWER: There are several possible reasons. While the Automated Targeting System (ATS) score reduction for a Tier-1 company is not as great as the reduction afforded Tier-2 and Tier-3 members, Tier-1 companies still receive reduced examinations. Additionally, certified members also receive other benefits such as increased marketability, assigned SCSSs and eligibility for participation in C-TPAT partner seminars and learning tools. Finally, C-TPAT conducted two joint validation initiatives with China Customs in 2008 and certified companies may have decided to see how the relationship progresses before incurring the cost associated with a third-party validation.

There are several possible explanations for the low number of volunteers participating in the project. In accordance with the SAFE Port Act, the member was required to incur the cost associated with the third-party validator. In addition, members were concerned about sharing proprietary information with the third-party entities. Finally, invited companies may have decided to see how the CBP-China Customs joint validation initiative progresses before incurring the cost associated with a third-party validation.

Engaging the services of a third party is an individual company decision that is based upon a cost-benefit comparison.

Question: C-TPAT member validation reports may include recommendations and requirements to ensure the member's security is consistent with established security criteria. As a matter of practice, CBP may award additional Tier 2 or Tier 3 benefits upon validation, although the member may need to take action to conform to minimum security requirements. How does CBP confirm that members have taken the actions recommended or required and how soon after the report's issuance? If confirmation requires a foreign site visit, how does CBP arrange follow-up visits to avoid disrupting the regular schedule of validations and re-validations?

ANSWER: SCSSs work closely with members to ensure they implement the corrective actions and recommendations identified during the validation process, and many are corrected immediately after the validation is concluded. C-TPAT members are given 90 days to upload in the C-TPAT Portal an explanation of actions taken to respond to weaknesses identified by SCSSs during the validation process. The SCSS must concur that all vulnerabilities have been adequately addressed and identify the evidence provided by the member. C-TPAT has developed an automated management tool and associated reports to identify 90-day-delinquent member responses to validation reports. Immediate action is taken to suspend those members that do not comply with the 90-day requirement.

As an additional step and based upon risk, the program is now physically verifying that the validation responses previously provided to CBP are accurate. This process began in CY 2009. By documenting the actions required from initial validations and comparing them to both findings for revalidations at the same site and revalidations at alternate sites, the program will be able to draw logical conclusions as to overall impact and specific security enhancements.

The C-TPAT partner must respond through an automated system within 90 days of report issuance to any actions required to address vulnerabilities and weaknesses identified during the validation. SCSSs must concur that all vulnerabilities have been adequately addressed and identify the evidence provided by the member. C-TPAT has developed an automated management tool and associated reports to identify 90-day-delinquent member responses to validation reports. Immediate action is taken to suspend those members that do not comply with the 90-day requirement.

CBP began the follow-up visits in CY 2009. CBP is utilizing a risk-based approach to determine which partners will require a follow-up visit. The determination is based upon the number of actions required and/or identified at the time of the initial validation or revalidation, the response or evidence provided and the

geographic location of the foreign facility. CBP has scheduled several follow-up visits to date and there have been no scheduling issues or disruption of work plans. CBP will coordinate with the C-TPAT partner to schedule the foreign site follow-up visit, and while a representative is encouraged to be present it is not a requirement.

Question: CBP has developed a single performance measure for C-TPAT based on trade compliance audits but it was limited by a small data pool. How will CBP assess C-TPAT effectiveness in terms of performance-measures and resources in a more comprehensive manner?

ANSWER: C-TPAT has developed several performance indicators which are being used to systematically and collectively measure the program's effectiveness.

For example, C-TPAT measures program performance by complying with each of the SAFE Port Act mandated goals on an annual basis (i.e., reviewing submitted security profiles within 90 days; ensuring that initial validations occur within 1 year; and ensuring that revalidations occur within 3 years). The program also measures its success against internal goals as established in the C-TPAT Annual Plan. Goals include completing a specific number of validations and revalidations each year, outreach events and international training activities. Each year the program assesses steps it can take to strengthen the validation process and in 2009 C-TPAT has incorporated several new steps, such as direct testing, validating multiple supply chains before granting benefits and conducting unannounced visits as a condition of reinstatement in the program after having been involved in a security incident.

In an effort to develop additional outcome-based performance measures, C-TPAT recently sampled 10 percent of all revalidations conducted in FY 2008 and compared the number of actions required by minimum security criteria during the initial validation to actions still required to be implemented as determined at the time of revalidation. The results clearly indicate a decrease in the actions required and illustrate that C-TPAT members took concrete steps to address and correct deficiencies in their supply chains.

C-TPAT also measures performance in terms of the percentage of members whose security procedures were validated by CBP and were found to be in line with the program's security criteria. Historically, the compliance rate has ranged from 95 percent to 99.97 percent, depending on the quarter reported. This high percentage rate demonstrates that the program has been effective in vetting potential members so that only trusted companies become certified and that members maintain a high level of commitment to the program.

C-TPAT recently updated its best practices catalogue and identified many new and innovative security procedures implemented by members as a result of being in the program. Through the partnership, the program can point to before-and-after photographs showing how facilities have been upgraded and faulty equipment fixed.

C-TPAT is developing detailed automated validation reports that over time will enhance the program's ability to gather and analyze validation data and generate improved metrics. These performance measures will include comparisons of actions required from multiple validations from a company, country or business sector with a similar supply chain. Additionally, the data collected will allow for trend analysis based on country, region and business type.

The governments of Canada, Jordan and New Zealand developed or improved their own business partnership programs to align with, and be at the same level as, C-TPAT. These governments had to do so to be able to achieve Mutual Recognition status with C-TPAT. The governments of Japan and Singapore are also scheduled to sign Mutual Recognition Agreements with CBP in summer of 2009. By setting and maintaining high

standards, C-TPAT has in essence become the program that customs administrations want and need to replicate, particularly if they envision signing a Mutual Recognition agreement with CBP.

The success of the C-TPAT program was validated by a 2007 study conducted on behalf of CBP by the University of Virginia and the program will undertake a similar study in 2009.

These efforts collectively demonstrate the effectiveness of the program, and the program will continue to enhance its outcome-based performance measures.

Question: In accepting C-TPAT members, reviewing security profile updates, and validating and re-validating members' security practices, CBP directly witnesses changes in members' supply chain security. Finding appropriate metrics to capture the changes could lead CBP to identify outcome measures to assess progress toward the C-TPAT goal to enhance supply chain security. What is CBP doing to identify and collect data documenting changes in members' security status over time? How does CBP plan to analyze the data and what is CBP's strategy to formulate the results into new performance measures?

ANSWER: C-TPAT is developing sophisticated automated validation reports that more closely track with the minimum security criteria for each business sector eligible for C-TPAT membership.

C-TPAT has hired a program manager at headquarters whose primary responsibility will be to analyze validation data and develop improved performance measures over time.

CBP's strategy to address new performance measures is predicated upon improving its data-gathering capability through automation and conducting comprehensive analysis of the data. CBP has hired a headquarters program manager to lead this effort. Additionally, C-TPAT is creating an evaluation branch consisting of several Supervisory SCSS positions which will be responsible for evaluating specific validations and taking a more comprehensive and macro look at the program's activities.

Question: CBP does not directly test C-TPAT members' security practices, but generally discusses security with officials, observes physical security, and reviews policies and procedures to validate members' security practices. Additionally, CBP has yet to identify outcome based performance measures to indicate C-TPAT's effectiveness at enhancing supply chain security. Absent direct testing and outcome based performance measures, what information is available to support the argument that C-TPAT program has enhanced the security of the international supply chain?

ANSWER: C-TPAT has developed several performance indicators and strategies that are being used to measure the effectiveness of the program in enhancing the security of supply chains throughout the world.

C-TPAT measures program performance on the basis of SAFE Port Act mandated goals such as reviewing newly submitted security profiles within 90 days, ensuring that initial validations occur within 1 year and that revalidations occur within 3 years. By C-TPAT certifying and validating trusted companies, which includes making sure that its members follow specific security guidelines and requirements, CBP can then focus its limited resources on those companies or shipments that present a higher security risk. This risk management approach contributes to safer supply chains around the world.

The program also measures its success against internal goals as established in the C-TPAT Annual Plan. Goals include completing a specific number of validations and revalidations each year, outreach events and international training activities. Each year the program assesses steps it can take to strengthen the validation process, and in CY 2009 C-TPAT has incorporated several new steps, such as direct testing, validating multiple

supply chains before granting benefits and conducting unannounced visits as a condition of reinstatement in the program after having been involved in a security incident.

C-TPAT was able to measure its effectiveness by conducting an analysis in 2008 of its validations and revalidations. The study compared the number of actions required during the initial validation to actions still required by the same company after the revalidation report was conducted. Ten percent of all validations and revalidations in FY 2008 were selected, with the study covering all C-TPAT business sectors and each of the seven C-TPAT field offices. Results clearly indicate a decrease in the actions required after the revalidation took place. This illustrates that C-TPAT members that have undergone a revalidation have taken positive steps to address and correct deficiencies in their supply chains as identified by the original C-TPAT validation.

The C-TPAT Program, with its focus on supply chain security, is being replicated around the world and has become the global standard to emulate. C-TPAT has received several requests for technical assistance and guidance from foreign customs administrations that are in the process of implementing their own business partnership programs. As part of its international strategy, C-TPAT has fulfilled most of those requests (Israel, Colombia, Guatemala, Philippines, Taiwan, etc.) and has played a critical role in making sure that those programs include a strong security component similar to, or higher than, C-TPAT's as they develop and implement their programs.

The governments of Canada, Jordan and New Zealand developed or improved their own business partnership programs to align with, and be at the same level as, C-TPAT. These governments had to do so to be able to achieve Mutual Recognition status with C-TPAT. The governments of Japan and Singapore are also scheduled to sign Mutual Recognition Agreements with CBP in the summer of 2009. By setting and maintaining high standards, C-TPAT has in essence become the program that customs administrations want and need to replicate, particularly if they envision signing a Mutual Recognition agreement with CBP.

The success of the C-TPAT program was validated by a 2007 study conducted on behalf of CBP by the University of Virginia. More than 1,700 member companies chose to participate, with over half being U.S. importers and some of the nation's largest retailers. The study demonstrates the effectiveness of C-TPAT in causing thousands of companies to give closer scrutiny to the security of the goods they handle and ensuring that their overseas suppliers have implemented sound security practices. The University of Virginia will undertake a follow-up study in 2009 to continue to assess the program's effectiveness. This study identified several collateral benefits for C-TPAT members that support the argument that the C-TPAT program has enhanced the security of the international supply chain:

- Decrease in supply chain disruptions;
- Establishment of supply chain security procedures where none existed before;
- More frequent review of service providers security standards;
- Reduced cargo theft and pilferage; and
- Improved security for workforce.

C-TPAT will continue to develop and refine outcome-based performance measures.

Question: Please provide details on C-TPAT validation staffing (both government and third-party) for FY 08 and projected for FY 09-10, including the status and performance of the Third Party Validators Pilot, and the Validation Security Assessment Tool.

ANSWER: C-TPAT had 193 SCSSs in FY 2008. In FY 2009, at the time of the CBP-Domestic Nuclear Detection Office (DNDO) hearing on April 1, C-TPAT had 186 SCSSs; this will remain constant in FY 2009 and increase slightly in FY 2010 to reach a ceiling of 200 SCSSs. C-TPAT projects that it will have the

resources necessary to complete the number of validations required in FY 2009 and FY 2010 in accordance with SAFE Port mandates. CBP concluded the Third-Party Validator pilot on October 27, 2008, and does not intend to resume the pilot. The Validation Security Assessment Tool (VSAT) questions have been integrated into C-TPAT automated validation reports to ensure uniformity with respect to how validations are conducted and provide increased monitoring and reporting capability.

Question: Has CBP repeated the Cost Benefit Survey (previously conducted in 2007) of certified C-TPAT participants, and if so, what were the results?

ANSWER: CBP has taken steps to initiate a second Cost-Benefit Survey and the project proposal is currently being reviewed by CBP procurement specialists for compliance with federal contracting rules. The survey is projected to commence on or about July 16, 2009.

To date, the survey has not taken place.

Vehicle and Truck Passenger and Driver Clearance at Land Ports of Entry

Question: In its March 11 Report, CBP said that it had deployed its "vehicle primary client" to the ports of Blaine and Nogales. VPC is a software application, linked closely to the Western Hemisphere Travel Initiative that uses RFID and document-stored data to provide CBP Officers with information about screening passengers and drivers at ports of entry. CBP reported that it expected to have VPC at 421 ports by the end of March. Has this system been deployed? What impact is it having in clearing vehicles and their passengers/drivers for entry?

ANSWER: The VPC software application, which integrates with the Radio Frequency Identification (RFID) hardware solution, is currently deployed to 38 land ports, currently processing more than 93% of travelers. The VPC pre-positions information for CBP officers, providing the ability to verify an individual's identity and perform real-time queries against lookout databases even before the traveler arrives at the CBP inspection booth. By eliminating the need to manually input data and by automating part of the process, implementation of the WHTI allows our officers more time to focus greater attention on each individual traveler. The training and tools necessary for the successful transition from an antiquated, text-based system to a modern, graphical user interface was delivered to over 6,300 CBP officers.

The new VPC is one part of the overall WHTI's end-to-end technical solution and cannot be looked at in isolation. Working in tandem with the RFID hardware infrastructure and the next generation RFID-enabled travel documents – this critical software pre-positions information about the traveler, validates the RFID-enabled document back to the issuing agency and performs watch list queries into a unique, linked package. The total system increases throughput by automating many steps that in the past required manual input. The WHTI Program Management Office (PMO) will perform a final operational test and evaluation to determine the total impact of WHTI on the inspection process after the June 1, 2009 implementation date. The WHTI PMO will make that evaluation report available by the end of this summer.

Tracking and Securing In-Bond Shipments

Question: In-bond shipments enter the U.S. and in general are sealed, either because they are transiting the U.S. and not entering into domestic commerce, or because they are destined for a final U.S. destination and will be cleared by CBP for entry at that point. They pose a number of risks in terms of potential diversion, failure to

declare goods, and potentially a lower intensity of scrutiny when they arrive in the U.S. While the risk may not include potential WMDs, it could include contraband or other items. This Committee has provided funding for the past several years for pilot programs to test RFID technology to monitor containers that enter in-bond. The program to date has focused on agriculture imports, and the initial tests have been to monitor shipments crossing from Los Angeles/Long Beach to Laredo. Agricultural shipments are not the only ones that move in-bond, or that pose risks in terms of deferred inspection or potential diversion or tampering within the U.S. How many in-bond shipments entered the U.S. in FY 2008 and to date in FY 2009, by mode (air, rail/ocean, truck and indeterminate/"paper"?)

ANSWER: The report that is available is broken down by calendar, not fiscal year. The requested in-bond shipment numbers are provided below.

	CY2008	CY2009
Air	3,800,207	1,850,935
Sea	1,241,407	309,779
Rail	420,288	110,038
Truck	820,856	249,037
Paper	389,919	102,232
Total		
	6,672,677	2,622,021

Question: Please describe the lab, field, and any operational testing in 2008 of commercial off-the-shelf (COTS) or governmental technology being considered for use to monitor and track containers and conveyances, and the status and funding planned for the pilot program in fiscal years 2009-10. How successful has the Agriculture In-Bond Program (AIP) been to date, and what is the schedule to determine if this approach is sufficiently feasible, enter into a competitive process for a full test and evaluation process and potentially CBP-wide implementation?

ANSWER: In February 2008, 10 vendors submitted proposals in response to the Request for Information (RFI) issued by CBP on December 12, 2007. A technical review team, consisting of the CBP Office of Field Operations (OFO) and Laboratory and Scientific Services (LSS) personnel, as well as technical experts from the DHS Science and Technology (S&T) Directorate and The Johns Hopkins University (JHU) Applied Physical Laboratory (APL), reviewed each submission against the specified criteria. Of the 10 vendors that submitted Conveyance Security Devices (CSDs), three were identified as having the potential to progress to the laboratory testing phase. Only General Electric (GE) was able to provide the devices and readers within the 90-day timeframe, despite the fact that CBP's RFI called for commercial off-the-shelf (COTS) equipment.

The first round of laboratory testing and evaluation of the GE CSD system started at the JHU APL during the week of June 9, 2008, and concluded the last week of August. The initial round of laboratory evaluations included limited physical, basic functionality and vulnerability assessments. Initial laboratory testing of the GE CSD System identified minimum requirements that had not been met, such as compatibility of vendor to government information systems, security concerns, faulty command functions and cumbersome user features.

Despite these known limitations, CBP decided to continue testing the GE system as it was the most promising COTS CSD system. GE was notified by CBP of the decision to move forward with field testing of their device in two select high-risk trade lanes. Operational testing in the first scenario, scheduled to begin in January 2009, would focus on cargo transiting from a C-TPAT company in Mexico into the United States. The second scenario envisioned applying CSDs to the containers after they had undergone radiation scanning at the SFI facilities in Qasim, Pakistan.

Prior to finalization of a concept of operations for the second scenario, GE informed CBP that it would no longer participate in any further testing and that internal GE support and funding for the Commerce Guard CSD Project had been terminated. As a result, there are currently no COTS CSD systems in the market which meet CBP's requirements.

According to the Memorandum of Agreement (Articles 2 and 3) between the U.S. Department of Agriculture (USDA) and DHS, CBP agreed to monitor in-transit movements of plant material. CBP also agreed to safeguard meat shipments by sealing and allowing movement.

The DHS Office of Inspector General (OIG) released a review of CBP inspection activities dated February 21, 2007 (OIG-07-32). This report underscored the need for a better system of monitoring agricultural transit shipments and notifying exiting ports of such shipments. In this report, the OIG noted that CBP had no measure to ensure that in-transit shipments were routed and tracked between their entry and exit points, and that there was no uniform method for monitoring shipments.

In response, the Animal and Plant Health Inspection Service (APHIS) revised the agriculture in-transit policy by changing written in-transit permit requirements, clarifying oral permit provisions, and modifying safeguarding and operational guidelines. Those changes were incorporated into the Manual for Agricultural Clearance (MAC) utilized by CBP Agriculture Specialists.

Because the current CBP in-bond system cannot operationally support the time-sensitive movement and tracking of agricultural shipments, ports are now mandated to record permit-required in-transit agricultural shipments in the Lotus Notes Transportation and Exportation (T&E) database. APHIS and CBP have partnered to design a stand-alone Internet-based T&E agriculture tracking system, which will replace the Lotus Notes version shortly. This expanded edition of the transit/in-bond database will be used until the in-bond module within the Automated Commercial Environment (ACE) has functionality to track permitted agricultural in-transit shipments. The Lotus Notes T&E database is still in use until the expanded edition is pushed into production.

Each field office is to designate an In-Transit Coordinator for Agricultural Commodities (ITCAC) to manage quarterly audits of in-transit agricultural shipments. These audits are to involve reviewing agricultural in-bond records for timely export, as well as appropriate controls, routing and tracking of agricultural shipments. Audit records are to be made available upon request for Quality Assurance Port Reviews.

With more operational structure and clarification to policy, the agriculture in-bond program has seen a significant improvement. There are better records, and more uniformity of operations throughout the ports. There is more accountability for movement and tracking.

The OFO is looking beyond tracking a single commodity, but also looking at how to track shipments that pose a high risk for diversion to avoid payment of duties or tariff restrictions. To this end, OFO is in discussion with DHS to incorporate the MLock, a proprietary technology solution for tracking shipping containers, in Phase 3 testing. The MLock adds a security feature to the already tested Radio Frequency Identification functionality that OFO believes will greatly enhance its ability to track and control high-risk in-bond shipments.

Importer Security Filing (10+2 Rule)

Question: Has CBP officially adopted a position that its new security filing rule, also called "10+2", will eliminate the need for 100 percent overseas scanning? If so, what reductions, in what types of risk, are expected as a result of 10+2 implementation?

ANSWER: The Importer Security Filing (ISF) and Additional Carrier Requirements rule is an excellent fit in CBP's layered security and enforcement strategy, providing officers at field locations and the National Targeting Center-Cargo with a robust data set to enhance the risk assessment of in-bound ocean cargo. The rule was designed and implemented to improve CBP's risk-based targeting in the ocean environment by refining the performance of the Automated Targeting System and by supplementing the data currently received from ocean carriers' manifests. The rule was not intended to replace other security measures or to preclude alternatives. To the extent that the additional data have improved CBP's risk management framework in a cost-effective and efficient manner, other approaches, such as 100-percent overseas scanning, which are prohibitively costly, can be considered from a strategic viewpoint in terms of potentially enhancing CBP's current risk management approach.

Risk is a constantly changing element impacted by factors that often cannot be foreseen or narrowly defined. The ISF, or "10+2" data, is designed to enhance the risk assessment of in-bound ocean cargo by increasing the transparency of all parties involved in the international container shipping supply chain. Increasing transparency creates a certain level of predictability against which constantly changing risk can be isolated and assessed. CBP believes that this additional data provides an excellent baseline, in terms of detail and utility, enabling CBP to interpret and respond to changes in the risk environment appropriately.

Question: If a shipper or carrier is a C-TPAT member and uses CSI ports, will they have any fewer reporting requirements under the new security filing rules?

ANSWER: The importer security rule is one part of CBP's layered approach to cargo security. CBP has implemented a comprehensive strategy designed to enhance national security while protecting the economic vitality of the United States. The Container Security Initiative (CSI), the 24-Hour Rule, and C-TPAT are cornerstone approaches implemented to further this goal.

Additionally, CBP has developed cargo risk assessment capabilities in its Automated Targeting System (ATS) to screen all maritime containers before they are loaded aboard vessels in foreign ports. Each of these initiatives is dependent upon data supplied by trade entities, including carriers, non-vessel operating common carriers (NVOCCs), brokers, importers or their agents.

Internal and external government reviews have concluded that the more complete advance shipment data required pursuant to the 10+2 interim final rule will produce even more effective and rigorous cargo risk assessments. Accordingly, CBP will use these data to ensure cargo safety and security and to prevent smuggling.

CBP will use the ISF to assess the risk of individual shipments. For purposes of this rule, all cargo arriving to the United States by vessel, regardless of the parties involved, will be subject to the ISF requirements. CBP is not allowing exemption from, or alteration of, the requirement that C-TPAT partners submit ISF information in advance of arrival. CBP believes that compliance with these regulations complements supply chain security and efficiency procedures being implemented by C-TPAT partners. Furthermore, it is emphasized that C-TPAT membership will continue to be viewed in a positive light for targeting purposes. It is more likely that shipments made by C-TPAT members will be readily and expeditiously cleared, and not be delayed for greater scrutiny. Other related advantages of C-TPAT partnership may include essential security benefits for suppliers, employees and customers, such as a reduction in the number and extent of border inspections and eligibility for account-based processes.

Question: CBP is to collect filings and comments on the rule by June 1, 2009, and consider if changes should be made in the rules. How will CBP assess how 10+2 is being used for targeting, and whether it has a clear impact on CBP ability to target high-risk containers? What are key milestones for the planned “structured review”, and is it on schedule?

ANSWER: While the 10+2 rule has only recently gone into effect (January 26, 2009), CBP believes that the availability of the Security Filing data prior to lading positively supports the better differentiation of trusted entities and high-risk entities and will increase targeting effectiveness. With the inclusion of Security Filing information, shipments posing a risk will be identified earlier for the appropriate CBP response. Anticipated benefits include the visibility into risk factors previously not observed by CBP, identifying risk factors earlier in the transaction process and a reduction in volatility of ATS scores.

CBP’s Office of Intelligence and Operations Coordination (OIOC) Targeting Analysis Branch (TAB) is in the process of conducting an in-depth analysis to measure the benefits of the new 10+2 data for targeting purposes. February 24–26, 2009, OIOC/TAB and the Office of Field Operations (OFO) SFI hosted a targeting conference at the National Targeting Center – Cargo (NTC-C). The purpose of the conference was to review each of the new ISF data elements, examine their effect on the current Ocean Threshold Targeting Weight Set and identify and develop new rule concepts, as appropriate, to ensure that all ISF data are fully integrated into the CBP automated cargo targeting strategy. Those who attended included OFO Subject Matter Experts (SMEs) from Advance Targeting Units (ATUs) throughout the country, CSI Targeters and Targeting Analysts from NTC-C, OIT Targeting and Analysis Systems Program Office (TASPO) System Developers and OIOC Cargo Rule Developers.

Prior to the implementation of 10+2, OIOC analysts conducted several impact and availability studies on the new 10+2 data. The results of these analyses indicated that the 10+2 data would increase targeting effectiveness by identifying both lower-risk and higher-risk entities, commodities and origin/destinations much earlier in the supply chain process.

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Prior to June 1, 2009, Structured Review Period:

During the first year of implementation, CBP will monitor all ISF submissions for timeliness, accuracy and completeness and will work with any non-complying ISF filer in order to meet the new requirements.

CBP will be sending out ISF Progress Reports during the month of May in order to provide feedback to the trade on how well they are doing in regards to the new requirements.

These Progress Reports will initially be provided to the ISF Filer community; in turn, the ISF Filers are expected to pass the individual reports on to their clients (ISF Importers).

The initial ISF Progress Reports will focus on the numbers and types of filings; the status of the filings (e.g. accepted vs. rejected) and the timeliness of the filings.

Post June 1, 2009 Structured Review Period:

Shortly after June 1, 2009, CBP will undertake an analysis of the six elements subject to flexibilities on the basis of information obtained during the structured review and public comments.

CBP, in coordination with other parts of the Executive Branch, will determine whether to eliminate, modify or leave unchanged these “flexible” requirements.

As part of the “flexible filing” process, CBP will allow the trade to provide an “acceptable range of responses” for four of the 10 required data elements 24 hours prior to vessel lading:

- Ship To Party
- Manufacturer/Supplier name/address
- Country of Origin
- Commodity Harmonized Tariff Code-6 digit level

If the flexible filing option is used, these four (4) data elements must be updated no later than 24 hours prior to U.S. arrival.

As part of the “flexible filing” process, CBP will allow the trade to provide the following two (2) elements as early as possible, but no later than 24 hours prior to arrival:

- Container Stuffing Location
- Consolidator name/address

Yes.

CBP has created numerous reporting applications within its automated system to monitor the incoming ISF Data. Since January 26, 2009 (the effective date of the Interim Final Rule) CBP has been proactively analyzing the ISF data on a daily, weekly and monthly basis. The following list is an example of some of the data that CBP currently tracks:

- Total number of ISF filings that are accepted, conditionally accepted, rejected and amended
- Frequency and reasons for amendments
- Frequency and reasons for rejections
- Total number of ISF Filers
- Total number of ISF Importers
- Total number of line-items and average per ISF filing
- Flexible filing data elements
- File formats used
- ISF Timeliness as compared to the customs manifest data
- Total number of container status messages accepted
- Total number of CSM Filers (carriers)
- Total number of vessel stow plans accepted

- Total number of Stow Plan Filers

Question: Under the new rule, CBP is to categorize and analyze filings rejected. How is CBP documenting its analyses?

ANSWER: CBP has created numerous reporting applications within its automated system to monitor the incoming ISF data. The system tracks the frequency and types of errors and rejections.

ISF filings may be rejected for any number of reasons. CBP uses a system of error codes to immediately notify the ISF filer of any and all reasons why an ISF was rejected. During the first week of 10+2 implementation, the rejection rate was in the 20%-30% range. CBP notes that the rejection rate has steadily declined over the first 3 months and has now stabilized in the 5%-6% range when looked at on a day-to-day basis.

The most common errors to date are:

- Duplicate Transactions
- Invalid Harmonized Numbers
- Invalid Transaction Numbers
- Invalid IRS Format Identifier s
- Missing Cities

Question: How does CBP plan to track an individual entity's progress during the delayed enforcement period (as a mitigating factor)? How will CBP work with non-complying 10+2 filers to help them meet the new requirements?

ANSWER: In order to provide the trade sufficient time to adjust to the new requirements and in consideration of the business process changes that may be necessary to achieve full compliance, CBP is currently showing restraint in enforcing the rule. CBP will continue to take into account difficulties that importers may face in complying with the rule, so long as importers are:

- Demonstrating a good faith effort to comply with the rule; and
- Making satisfactory progress toward compliance.

The agency is committed to a 1-year delayed-enforcement (informed compliance) period which commenced from the effective date. CBP has the discretion to extend this time frame if warranted by developments.

During the first year of implementation, CBP will monitor all Importer Security Filing (ISF) submissions for timeliness, accuracy and completeness and will work with any non-complying ISF filer in order to help meet the new requirements.

CBP has created numerous reporting applications within its automated system to monitor the incoming Importer Security Filing (ISF) data.

10+2 was published as an "Interim" Final Rule (IFR) which gives the trade an opportunity to officially comment upon certain implementation issues regarding six of the 10 newly required data elements. These are known as the "flexible filing" elements.

Official public comments regarding the flexible filing elements are due no later than June 1, 2009, and can be registered at www.regulations.gov.

However, CBP will consider an entity's progress in the implementation of the rule during the delayed enforcement period as a mitigating factor in any enforcement action following the delayed enforcement period. CBP has made it clear that the delayed enforcement period means that liquidated damages and any other monetary penalties will not be assessed if those penalty actions are simply to "enforce compliance" with the new regulations.

Additionally, CBP will not issue "Do Not Load" (DNL) hold messages against cargo shipments for simple lack of compliance with the new Importer Security Filing requirements. However, CBP reserves the right to take any legal enforcement actions, including the use of the DNL hold function, to mitigate any potential threats to our national security. Also, CBP is planning to send ISF Progress Reports during the first 2 weeks of May in order to provide feedback to the trade on how well they are doing in regard to the new requirements.

Outreach Efforts:

As part of the implementation process, CBP has continued its vigorous public outreach campaign by posting the following information on the CBP web site:

- Comprehensive 10+2 PowerPoint Presentation
- Implementation Guides (technical data transaction sets)
- Frequently Asked Questions (FAQ) documentation
- Public Outreach notices
- A copy of the IFR
- Other general information

CBP has also set up a dedicated e-mail box to receive security filing questions from the public:

Security_Filing_General@cbp.dhs.gov

CBP will continue to offer technical assistance to the trade via CBP Client Representatives and general assistance via the National Account Managers.

Since publication of the Interim Final Rule, CBP has performed public outreach at the following locations:

- | | |
|---------------------------|---|
| • Los Angeles-Long Beach: | December 9–10, 2008 & February 18, 2009 |
| • Seattle: | December 11, 2008 |
| • New Jersey (Newark): | December 16–17, 2008 & March 9–10, 2009 |
| • Miami: | January 12–13, 2009 & February 10, 2009 |
| • Oakland-San Francisco: | January 14, 2009 |
| • Baltimore: | January 22, 2009 |
| • Philadelphia: | January 23, 2009 |
| • Charleston: | January 28, 2009 |
| • Savannah: | January 29, 2009 |
| • Houston: | February 4, 2009 |
| • New York (JFK): | February 5–6 2009 & March 11–12, 2009 |
| • Boston: | February 23, 2009 |
| • Chicago: | February 25, 2009 |

- Portland, OR: March 5, 2009
- New Orleans: April 14, 2009
- Detroit: April 22, 2009

CBP will continue to perform outreach seminars and participate in all manner of meetings, “webinars,” training sessions, etc., as it has been doing since October 2006.

Question: If there is a terrorist attack on the supply chain or seaports, how will information gathered from the security filings be useful in reopening ports?

ANSWER: The ISF and ACR rule is an additional layer to CBP’s layered security and enforcement strategy for securing U.S.-bound ocean cargo, joining the 24-hour rule, the C-TPAT program, and the CSI in collecting advanced information to improve CBP’s targeting efforts. The advance data provided by the Security Filing rule, (i.e., importer entry data, vessel stow plan, container status messages) will increase the transparency of all parties involved in the international container shipping supply chain and will allow CBP targeters to identify risk factors earlier in the transaction process.

In the event of a terrorist attack on the supply chain or seaports, advance data provides CBP officers with the ability to make more-informed decisions regarding the potential risk of imported cargo prior to lading at the foreign port. The advance data also helps prioritize containers and identify which ones are low risk to speed their entry into U.S. commerce. With regard to the occurrence of a terrorist attack on the supply chain and the subsequent reopening of ports, a resumption of normal trade could occur more quickly for shipments identified as low risk upon arrival at the U.S. port.

Question: Last year CBP terminated its Global Trade Data Exchange (GTX) initiative, in part because it needed to focus on implementing the 10+2 rule. Is DHS continuing to look at GTX or similar efforts to collaborate with commercial entities to gather supply chain information that may be relevant to supply chain security, but that would not be captured by the new filing rules?

ANSWER: CBP is actively engaged and working closely with our trade, industry, and foreign government partners, through the Secure Freight Initiative and its component programs (100-percent scanning and the Security Filing 10+2), to identify and evaluate available technology, enhancements in software, and GTX-like initiatives to expand and improve CBP risk-based targeting of in-bound maritime cargo.

NEXUS/SENTRI/FAST

Question: Please provide funding details for NEXUS, SENTRI and FAST for fiscal years 2008-10.

ANSWER: In FYs 2008–2010, NEXUS, SENTRI and FAST have the following funding available:

FY 2008:	\$11,186,000
FY 2009:	\$11,274,000
FY 2010:	\$11,274,000

Question: Please provide updated statistics for participation in NEXUS, SENTRI, and FAST from FY 08 projected through FY 10, and a table showing numbers of vehicles and people that traversed those lanes in FY 2008 and are anticipated to do so in FYs 2009-10, compared with total traffic at those ports of entry.

ANSWER: Please see the tables that follow.

	NEXUS	SENTRI	FAST	Global Entry	TTP Total
FY 2008	237991	178592	94284	1986	512853
Projected FY2009	332541	205052	91506	16284	645383
Projected FY2010	427091	231512	88728	30582	777913

NEXUS Crossings				
Fiscal Year	Total Vehicles	NEXUS Vehicles	Total Passengers	NEXUS Passengers
FY08	18,975,442	2,000,037	39,101,040	2,592,287
FY09 (projected)	19,255,249	2,310,630	38,397,488	3,071,799
FY10 (projected)	19,539,182	2,540,094	38,963,688	3,506,732

SENTRI Crossings				
Fiscal Year	Total Vehicles	SENTRI Vehicles	Total Passengers	SENTRI Passengers
FY08	60,513,629	7,315,675	116,332,353	11,085,984
FY09 (projected)	68,290,108	8,877,714	139,720,874	15,369,296
FY10 (projected)	77,065,926	10,403,900	157,676,109	17,344,372

FAST Crossings		
Fiscal Year	Total Crossings	FAST Crossings
FY08	10,664,194	421,555
FY09 (projected)	9,360,914	281,001
FY10 (projected)	8,216,909	187,310

Textile Transshipment Program

Question: What is the status of the textile transshipment enforcement effort, and the number of CBP positions – import specialists, CBP Officers, and international trade specialists – on-board in the Textile Enforcement Division in fiscal year 2008, and projected for fiscal years 2009-10? Please indicate locations where they are assigned.

ANSWER: The enforcement of textile laws including our Free Trade Agreements and other preferential legislative mandates, as well as the need to address instances of origin fraud, remain enforcement priorities for the domestic textile industry. U.S. CBP plays a key role in ensuring that unfair trade practices, such as smuggling and origin fraud, are identified and addressed effectively.

Because of relatively high duty rates, textile products represent 42 percent of all duties collected by CBP. Financial gain remains a strong incentive to circumvent these duty rates. CBP has developed an annual enforcement strategy to address these fraudulent schemes and practices, including false invoicing, false marking/labeling, false claims of origin, misclassification, misdescription, undervaluation of products and smuggling.

CBP has developed a robust strategy to effectively address textile trade concerns. Resources will continue to be prioritized to areas with the greatest risk. Additionally, instances of noncompliance will be identified, and parties responsible will be penalized using a uniform enforcement effort.

In CY 2008, CBP Import Specialist resources increased by approximately 13 percent for textile processing and enforcement. CBP improved the operational effectiveness of inspections, document reviews and enforcement actions. In CY 2008, CBP seized \$51 million in textile products which violated the China quota restraints, a \$3 million increase in seized goods over CY 2007 seizures. In FY 2008, CBP officials visited 15 countries to verify production of goods that were imported into the United States. This number is unchanged from FY 2007. In FY 2008, CBP visited 473 factories/producers. CBP personnel stationed at the ports of entry also performed additional reviews of goods making entry into the United States from 50 different countries by 833 importers. Of the importers reviewed, 248 were involved in a CBP enforcement action, e.g., seizure, penalty or exclusion of merchandise. Audits were conducted on 40 importers, resulting in recommended revenue recoveries of \$4.7 million. CBP laboratories performed analyses of 1,527 shipments, approximately 700 of which resulted in changes to the declared classification of the merchandise.

During FY 2008, CBP personnel conducted nine special enforcement operations. These operations targeted the misdescription of merchandise, claiming China as the country of origin; use of the commercial availability provision (short supply) in trade preference legislation; misdescription of fiberglass fabric; classification and description of sock imports; and a special targeted verification of trade preference claims.

On January 1, 2009, quotas were eliminated for China. As a result, CBP has prepared for a major shift in enforcement focus from quota admissibility issues, to revenue protection and compliance with trade preference requirements. FY 2009 will be used to address other risk areas such as the description and valuation of imported merchandise and training issues. FY 2009 will also focus on other concerns, such as the monitoring of China textile trade by the International Trade Commission and the potential for anti-dumping and countervailing duty cases. The 5-year strategic plan will continue to address textiles as a priority trade issue, and will include action plans and risk assessments that will take into consideration changes to the risk dynamics.

Locations of Textile Enforcement Staff:

Import Specialists (IS) positions are within the CBP Office of Field Operations. Some 329 IS's dedicated primarily to textile enforcement are located nation-wide at 55 ports covering each of the 20 CBP Field Operations Offices.

All CBP Officers (CBPOs) enforce customs laws, including textile enforcement laws and regulations, at all CBP ports of entry. The International Trade Specialists (ITS) that are devoted to the enforcement of the textile laws are located in New York and Headquarters. In addition, CBP has Attorneys, National Import Specialists, and Auditors who play a major role in textile enforcement.

CBP also has representatives in Singapore, Ottawa, Tokyo, Mexico, Bangkok, Pretoria and Hong Kong whose portfolio includes textiles.

Question: Please list numbers and destinations of textile production verification team visits in FY 2008 and number of manufacturers and producers visited on these trips.

ANSWER: In FY 2008 CBP and ICE personnel visited the following 15 countries:

Swaziland

Vietnam
 Bangladesh
 Philippines
 Indonesia
 Hong Kong
 Malawi
 Macao
 Thailand
 Dominican Republic
 Colombia
 Honduras
 Ghana
 Ethiopia
 Cambodia

The Textile Production Teams visited 473 factory/producers.

Textile Production Verification Team Visits in FY 2008

Activity	2008 Q 1	2008 Q 2	2008 Q 3	2008 Q 4	2008 Total
Seizures (Quota)					
Number	88	132	50	88	358
Value	\$15.5 M	\$17.5M	\$6.2M	\$11.8M	\$51M
Seizures (IPR)					
Number	1,361	1,426	1,214	1,006	5,007
Value	\$7.38M	\$8.08M	\$4.74M	\$5.56M	\$25.8M
Commercial Fraud Penalties					
Number	14	12	19	17	62
Value	\$165,460	\$2.6 M	\$467,188	\$503,813	\$3.74M
TPVT Illegal Transshipment					
Countries Visited	2	5	3	5	15
Factories Visited	42	266	81	82	472
% Discrepant	59%	67%	40%	22%	56%
TPVT Trade Preference Claims					
Countries Visited	1*	2**	0	4	7
Factories Visited	21	18	0	58	97
% Discrepant	38%	11%	0	21%	23%
Examinations					
Total Number	2,918	2,530	3,166	3,219	11,833
Discrepant	443	492	597	597	2,205
% Discrepant	15%	19%	19%	19%	19%
Audits					
Number of Audits/Initiated	10	51	1	17	79
Number of Audits/Completed	2	7	10	21	40
Recommended Recoveries	\$3,720	\$7,472	\$128,474	\$4,585,555	\$4,725,221
Laboratory Analyses					
Number of Samples Tested	453	324	431	469	1,677
Number Discrepant	195	133	184	210	722

Activity	2008 Q 1	2008 Q 2	2008 Q 3	2008 Q 4	2008 Total
% Discrepant	43%	41%	43%	45%	43%
Special Enforcement Operations (SEO)					
Number of SEO Initiated	3	5	1	2	11
Number of SEO Completed	2	4	1	2	9

Fee Funded Operations

Question: Please provide a brief analysis of the impact of reduced air travel on fee collections by CBP to cover their passenger operations, including fees collected and associated staffing and operations (using such fee funding) for fiscal years 2007-8 and anticipated for fiscal years 2009-10. What impact will declining collections have on CBP's ability to fulfill its missions and to meet demand for travel facilitation?

ANSWER: In FYs 2007 and 2008, CBP experienced significant increases in air passenger fees collected. CBP's portion of collections from the Immigration User Fees (IUF), the Agriculture Quarantine Inspection User Fees (AQI) and the Customs User Fees (CUF) increased from \$1,108 million in FY 2007 to \$1,245 million in FY 2008. Increases in collections allowed CBP to cover the cost of additional staff and expand the unobligated (carryover) balances in each user fee account. These balances are intended to ensure CBP maintains an adequate level of inspection services in the event that collections decrease. In addition, due because air and sea passenger user fees are paid 31 days after the end of the preceding quarter, and in the case of IUF, the last quarter payment is not due until January 31 of the next fiscal year, the unobligated balances serve to counter the cyclical nature of revenue collections, while costs are generally linear.

Entering FY 2009, CBP anticipated a 3 percent growth in user fee revenue. However, due to a sharp decline in air travel, we now anticipate a drop in collections of 5%-10% (see chart below). If the H1N1 virus has an impact similar to SARS in 2003, CBP might have a 15%-20% total drop in user fee revenue.

Fee Type	EOY08 Unobligated Balances (Actuals)	FY 2009 Financial Plan	FY09 Projected Collections 3% Growth	FY09 Projected Collections -5% Growth	FY09 Projected Collections - 10% Growth	FY09 Projected Collections - 15% Growth	FY09 Projected Collections - 20% Growth
IUF	\$128,248	\$562,738	\$558,392	\$514,785	\$487,691	\$460,597	\$433,503
COBRA	\$77,107	\$424,157	\$394,888	\$364,261	\$345,090	\$325,918	\$306,746
APHIS	\$37,099	\$351,318	\$346,983	\$322,694	\$306,559	\$291,231	\$276,670
Total	\$242,454	\$1,338,213	\$1,300,263	\$1,201,740	\$1,139,340	\$1,077,747	\$1,016,919

If user fee revenue in FY 2009 decreases by 10 percent, as anticipated, CBP will be able to absorb the drop in FY 2009 without decreasing staff or operations by spending from its carryover balances. This solution is only possible for FY 2009 because this action would nearly eliminate CBP's unobligated balances going into FY 2010.

A shortfall from inadequate fee collections, if not offset by supplemental funds from Congress, would need to be covered through a reprogramming of appropriated funds within CBP

If user fee revenue in FY 2009 decreases by 10 percent, as anticipated, CBP will be able to absorb the drop in FY 2009 without decreasing staff or operations by spending from its carryover balances. This solution is possible for FY 2009 because of the unobligated balances in the receipt accounts.

Question: Please describe the pros and cons of maintaining some element of fee funding to cover CBP operational budget, and what it would take to offset such fees were CBP passenger and trade missions to be funded with direct appropriations.

ANSWER:

Pros

- Collections fluctuate in tandem with air passenger volume. Increases and decreases in air passenger volume-related costs correspond respectively to increases and decreases in collections.
- Stringent congressional tracking requirements for user fee related expenses ensure fiscal responsibility.
- User fees give CBP the authority to use collections without additional Congressional action.

Cons

- During economic downturns collections may not be sufficient to cover fixed and indirect costs.
- Workforce can't be easily adjusted to reflect reduction in workload.
- Certain CBP user fee activities are not directly driven by workload (e.g., intelligence, facility costs, etc.).
- Uncertainty in collections makes it difficult to plan for large projects in the future.

Congress would have to appropriate funds to cover the entire CBP budget and collections would be credited to the Treasury General Fund as offsetting revenues/receipts.

Integrity Programs

Question: CBP has expanded its internal affairs and other programs aimed at deterring corruption and encouraging high integrity in its growing and diverse workforce. Please list the funding and staffing dedicated to this purpose for fiscal years 2007-2008 and planned for 2009-10.

ANSWER: Please see the following table.

Fiscal Year	Staffing Increases	Funding Increases
2007*	0	0
2008	58	\$10.6M
2009	32	\$ 5.8M
2010	0	0

CBP had a multi-year initiative for Conduct and Integrity Oversight to go along with the significant growth in frontline personnel.

* In order to handle the cases that were transferred from ICE to CBP in FY 2007 and to promote the integrity of our workforce, Internal Affairs (IA) redirected 58 positions for approximately \$6.2 million to accelerate the Conduct and Integrity Program the end of FY 2007. IA was able to accomplish this by restricting the hiring and the operations of other key critical and essential IA divisions.

Question: There have been suggestions that a more robust internal affairs function is needed at CBP, and that CBP should have investigative agents to go after possible corruption. Do you agree, or do you believe this function can be served with existing investigative functions within DHS (for example, in ICE or OIG)?

ANSWER: CBP has a robust Office of Internal Affairs staffed with experienced investigators deployed in the areas of highest vulnerability and who possess the authority to proactively investigate and root out corruption within the CBP workforce. They play a critical role for CBP.

CBP deploys more than 50,000 employees each day in support of our primary mission to keep terrorists and their weapons out of the United States. While the overwhelming majority of these employees routinely demonstrate the highest levels of integrity, workforce corruption is a problem for CBP. Since October 1, 2004, more than 80 CBP law enforcement officers have been arrested or indicted on mission-critical corruption charges, including drug smuggling, alien smuggling, money laundering and conspiracy.

Current DHS policy dictates that all allegations of criminal misconduct involving CBP employees must be referred to the OIG. In the event an allegation is not accepted for investigation by the OIG, the allegation must be forwarded a second time to the ICE Office of Professional Responsibility (OPR). CBP's Office of Internal Affairs handles those cases that ICE/OPR chooses not to pursue.

Personnel

Question: How did CBP fare in the recent DHS human capital survey? What is being done to address issues that are identified in this periodic survey?

ANSWER: In the most recent 2008 OPM Federal Human Capital Survey, government-wide results showed positive changes in 47 of 73 survey items or 64 percent, while CBP outperformed the government-wide figures with positive changes in 65 of the 73 survey items or 89 percent. Of the 73 items, only four indicated a negative change for CBP, and in those instances, the amount of change was 1 percent or less.

The survey items with the largest positive gains reflected changes in policies, benefits and operational initiatives that CBP has undertaken since the 2006 OPM Survey. These gains are attributed to initiatives aimed at improving the sharing of information within CBP, increasing resources and implementing the new CBPO retirement coverage, telework/telecommuting and additional health insurance options for dental and eye care.

OPM's Human Capital Assessment and Accountability Framework (HCAAF) divides the survey results into four broad categories that measure leadership and knowledge management; results-oriented performance culture; talent management; and job satisfaction. In all four categories, CBP improved by 4 percent over the results in 2006.

Over the past 2 years, CBP has worked hard to address the findings of the 2006 survey and has begun new initiatives to address the 2008 results. CBP actively sought input from its employees by conducting 127 live focus groups in 12 cities, engaging 1,239 employees in the summer of 2007. The agency also conducted a virtual focus group, obtaining responses from 3,200 additional employees. This information provided additional insight and helped to focus human capital efforts. We also established a Human Capital Advisory Council (HCAC) that developed and implemented a business plan to address priority issues. The Council targeted a number of leadership issues, and approved the launch of a Mission Appreciation Campaign, where the CBP Commissioner and Deputy Commissioner visited 21 cities and 10,000 employees to reinforce the importance of every employee and the importance of keeping the lines of communication open at all levels. It is evident from the 2008 results that employees' confidence in supervisors and managers is growing.

Despite these gains and the attendant work, there is still much more to do. The HCAC remains very active in establishing priorities and action items for the future. Some of the more recent additional action items include:

- Launched ongoing local human capital surveys in field offices to develop actionable items for field leaders
- Launched a Mini-focus group tool online (called Most Valuable Perspective or MVP) to facilitate two-way communication between employees and senior leaders
- Refined the CBP leadership development curriculum to meet team leader, supervisor, manager and executive training needs. Curriculum addresses best practices in dealing with both leadership and performance management issues
- Implemented a CDP Candidate Development Program (CDP) for mission-critical positions
- Joined the DHS CDP to provide career development opportunities for other CBP positions
- Implemented a "Lunch with the Commissioner" Program to foster better two-way communication

Question: CBP has been undertaking a number of initiatives to recruit and retain employees. Please describe those initiatives in FY 2009 and what is anticipated in FY 2010 for this purpose, as well as any other proposals under consideration to reward good performance and recognize critical CBP.

ANSWER: For FY 2009, CBP has implemented several recruiting initiatives. To accomplish the President's mandate to increase the strength of the Border Patrol Agent force, CBP conducted large scale, exclusive, targeted recruiting events across the country to include same day multi-city events in high unemployment areas. Additionally, CBP acquired sports marketing sponsorships through the NASCAR Nationwide Racing Series and the Professional Bull Riders series. Additionally, CBP created Diversity Recruiting Teams to reach under represented groups, attracting candidates where CBP does not have an operational presence, normally away from the border. CBP used national and local advertising campaigns, bolstered by messaging supported by a robust Public Affairs outreach, including press releases and press conference interviews in designated markets. CBP enhanced its Veterans Outreach program to address veterans hiring throughout the agency to include Agreements entered into with the U.S. Army PaYS program and with the Army Reserve as an Employer Partner to assist in finding reservist that are a match for a CBP occupations. Lastly, CBP implemented public awareness activities to include CBP Career Days to heighten public awareness simultaneously in 15 locations across the country to educate the public about our agency and CBP career opportunities.

For FY 2010, CBP has developed an Integrated Recruitment Program that addresses multiple occupations and career opportunities based on the recurring needs across CBP, from front line occupations to Mission and Operations Support positions. CBP plans to conduct diversity focused recruiting events and public awareness outreach, working with the Office of Public Affairs to present the career opportunities to people nationwide. CBP will continue its veterans outreach, to include partnering with DHS in their efforts. CBP will continue to partner with the Armed Forces, as well as looking for other opportunities that are mutually beneficial to both CBP and potential qualified applicants.

In addition to end-of-year performance cycle recognition and rewards, CBP uses a variety of methods to recognize and reward exceptional performance throughout the year to include the following: honorary awards in the form of plaques, pens, etc., that bear the agency seal; tickets to local sporting events, entertainment events, or theaters; lunch with a senior leader/manager, gift cards at values up to \$100, preferred parking for a designated period of time, certificates of honor or congratulations, parties to celebrate a great team effort or a specific accomplishment; and "top notch" ribbons or buttons given to an entire team or used to recognize individuals who meet the standard established by the supervisor for this recognition. Additionally, CBP is in the process of creating a toolkit to be used by supervisors. This toolkit will highlight the use of these types of non-traditional awards and will serve as an adjunct to cash awards.

Steel Tariff Enforcement

Question: Please describe the cooperative training program to cover specialized training for government and industry related to customs laws on steel tariff enforcement for fiscal year 2008 and planned for fiscal years 2009-10.

ANSWER: U. S. CBP works very closely with the U.S. domestic steel industry. During FY 2008, CBP provided logistical support and training facilities, while the U.S. domestic steel industry funded the training components. Technical, commercial and legal experts from the U.S. domestic steel industry presented six steel training seminars at the following ports of entry: Los Angeles, CA; Chicago, IL; Tampa, FL; Baltimore, MD; Houston, TX; and Laredo, TX. The objective of the seminar is to increase knowledge of steel importations of both CBP and the customs broker community.

On November 6-7, 2008, CBP held a steel seminar at the Port of Savannah, GA, which was presented by experts from the domestic steel industry. The members of the steel industry expect to hold three additional steel seminars during the early part of FY 2009. While the scheduled seminars for FY 2009 were reduced from six scheduled sessions, the steel industry expects to resume their proposed plan to sponsor six seminars during FY 2010. CBP will continue to closely monitor the compliance of the steel importing community and provide support for the steel seminars.

QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

**Dr. Charles R. Gallaway, Acting Director,
Domestic Nuclear Detection Office**
Cargo and Container Security: Keeping a Lid on Threats

Management and Administration

Question: Please list the number of DNDO positions onboard as of the end of fiscal year 2008, and planned for fiscal years 2009-10. To the extent vacancies persist, please describe them and the steps DNDO is taking to fill the positions. Please also indicate positions filled by detailees.

ANSWER: At the end of FY 2008, DNDO had 76 positions on board. As of May 1, 2009, DNDO has 116 positions on board, and plans to have a total of 130 positions on board in FYs 2009 and 2010. Currently, DNDO has 27 positions on board that are filled by detailees.

For a list of current vacancies and the status of hiring actions please refer to the table below:

VACANCIES

Pay Plan	Grade	Position	Directorate	Status
ES	00	Director	Office of Director	Presidential Appointee -- Term ended on 1/16/09. 2/17/09: Under Secretary for Management requested copy of DNDO's Org Chart as it existed at the start of FY2009. The White House is working towards filling the vacated political appointment positions.
GS	13/14/15	Policy Advisor	Office of Director	Presidential Appointee -- Term ended on 1/16/09. 2/17/09: Under Secretary for Management requested copy of DNDO's Org Chart as it existed at the start of FY2009. The White House is working towards filling the vacated political appointment positions.
GS	14	Budget Analyst	Budget & Finance	Vacant as of 4/27/09 due to employee's acceptance of a position within another Directorate in DNDO. Recruitment package for backfill is being prepared.
GS	13/14	Program Analyst, Financial Management	Budget & Finance	SME completed Rating/Ranking at DHS HQ Chief Human Capital Office (CHCO) on 4/14/09. DNDO is waiting for the certificate of eligibles from CHCO.
GS	9/11	Program Analyst, International Affairs	Architecture	VA#2027 opened on 4/1/09; closed on 4/15/09. DNDO is waiting for certificate of eligibles from CHCO.
GS	14/15	Sr Systems Architect	Architecture	The recruitment package documents (draft position description, Job Analysis and Crediting Plan) were sent to the DNDO Manager on 4/8/09 for review and comment.
GS	15	IT Project Manager	COS/IT	Vacancy Announcement #3039 opened on 4/28/09; closes on 5/5/09.
GS	15	Mission Area Manager, Aviation	MMD/Aviation	Vacant as of 4/26/09 due to employee's acceptance of a position within another Directorate at DNDO. Recruitment package for backfill is being prepared.
GS	14/15	Program Manager, Aviation	MMD/Aviation	Certificate of eligibles received from CHCO and forwarded to the DNDO Manager for review on 3/31/09. Request submitted to CHCO for extension of certs on 4/23/09. Certs extended to 5/29/09.
GS	14/15	Program Manager	MMD/Land Borders	Recruitment package sent to DNDO Manager for review and comment on 4/8/09.
GS	13/14	Program Analyst	OSD/CE	Recruitment package submitted to CHCO on 4/30/09.

Pay Plan	Grade	Position	Directorate	Status
GS	15	Senior Product Engineer	PADD	DNDO Manager is revising the position description in preparation for re-advertisement.
GS	14/15	Program Manager	TAR	Vacancy Announcement #2024 opened on 2/25/09; closed on 3/11/09. DNDO is waiting for certificate of eligibles from CHCO.

Question: Please detail how DNDO plans to utilize its reception and representation expenses in fiscal years 2009-10?

ANSWER: DNDO plans to use its reception and representation funds at official functions for domestic and/or foreign officials at which the programs of DHS/DNDO will be explained or interpreted. Our FY 2009 funding and FY 2010 request are consistent with previous years.

Question: Please provide for the record a list of sole source contracts executed by DNDO in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: Please see the table that follows.

VENDOR	SHORT DESCR.	TOTAL OBLIGATION (DOLLAR AWARD)	TOTAL AMOUNT (FULL PERFORMANCE VALUE)	START DATE	END DATE	REASON NOT COMPLETED
1125 15TH STREET, LLC	BPA Call for building, generator and cable/riser services for DNDO located at 1125 15th Street	\$107,653.25	\$107,653.25	08/15/2008	07/01/2009	Only One Source - Other
1125 15TH STREET, LLC	This is a request to increase funding on Energy Services provided to DNDO. An outline of these services is included on the attached SOW.	\$151,392.59	\$151,392.59	08/15/2008	07/01/2009	Only One Source - Other
1125 15TH STREET, LLC	BPA for building maintenance service, cable & riser, preventative maintenance and utility services for the building occupied by DNDO.	\$0.00	\$1,192,290.00	08/15/2008	09/30/2013	Only One Source - Other
1125 15TH STREET, LLC	The purpose of this request is to modify and increase funding on contract # HSHQDC-07-J-00069 that provides Preventive Maintenance Services to DNDO.	\$44,105.89	\$44,105.89	08/15/2008	07/01/2009	Only One Source - Other
ABSG CONSULTING INC.	FACILITIES OPERATIONS SUPPORT SERVICES	\$108,992.00	\$108,992.00	09/15/2008	09/14/2009	Only One Source - Other
NATIONAL ACADEMY OF SCIENCES	The Statement of Work (SOW) provides a framework for the National Academy of Sciences (NAS) to assist the Secretary of the Department of Homeland Security in his Advanced Spectroscopic Portal (ASP) (OTHER SPECIAL STUDIES & ANALYSES)	\$579,507.00	\$579,507.00	04/22/2008	08/31/2009	Unique Source- As required by the FY 2008

Question: Please provide for the record a list of all contracts over \$1 million in total value executed by DNDO in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firm fixed price, etc.).

ANSWER: Please see the table that follows.

VENDOR	SHORT DESCR.	TOTAL OBLIGATION (DOLLAR AWARD)	TOTAL AMOUNT (FULL PERFORM. VALUE)	START DATE	END DATE	AWARD TYPE
ADVANCED MEASUREMENT TECHNOLOGY, INC.	Human Portable Radiation Detection Systems (HPRDS)	\$2,379,801.00	\$2,379,801.00	10/25/2006	10/25/2011	Delivery / Task Order
AGUILA TECHNOLOGIES, INC.	Small Business Innovative Research (SBIR)	\$500,000.00	\$1,250,000.00	05/01/2007	08/31/2008	Fixed-price incentive
ATK SPACE SYSTEMS INC.	Broad Agency Announcement	\$2,251,201.00	\$3,652,410.00	03/15/2007	11/15/2009	Cost-plus-fixed-fee
E I C LABORATORIES, INC.	Broad Agency Announcement	\$1,660,940.00	\$1,850,597.00	03/15/2007	07/15/2009	Cost-plus-fixed-fee
ICX RADIATION INC.	Human Portable Radiation Detection Systems (HPRDS)	\$1,287,796.00	\$1,287,796.00	10/24/2006	10/24/2011	Delivery / Task Order
MANTECH SRS TECHNOLOGIES, INC.	ENGINEERING & TECHNICAL SERVICES	\$33,267,966.70	\$33,267,967.70	10/05/2007	10/08/2008	BPA Call
PASSPORT SYSTEMS, INC.	Passport Systems	\$2,816,874.00	\$2,816,874.00	09/25/2007	08/31/2008	Cost-plus-fixed-fee
RAPISCAN SYSTEMS NEUTRONICS AND ADVANCED TECHNOLOGIES CORPOR.	Transformational Research and Development	\$2,276,921.00	\$2,276,921.00	03/15/2007	09/15/2009	Cost-plus-fixed-fee
SCI TECHNOLOGY, INC.	STIM COHERENT RADIATION DEVICES.COMP.AC	\$1,099,914.00	\$1,099,914.00	10/24/2006	10/24/2011	Delivery / Task Order
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	TECHNICAL ASSISTANCE	\$2,359,093.00	\$2,359,093.00	05/17/2007	09/16/2008	Delivery / Task Order
SMITHS DETECTION INC.	STIM COHERENT RADIATION DEVICES.COMP.AC	\$1,394,538.00	\$1,394,538.00	10/24/2006	10/24/2011	Delivery / Task Order

Question: Please provide for the record a list of all DNDO contracts, grants and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER: DNDO has no contracts, grants or other transactions with work performed outside of the United States.

Question: How much funding was awarded by using the GSA schedule in 2008? What do you anticipate in 2009-10?

ANSWER: DNDO used the GSA schedule to award 35 actions totaling \$10.1 million in 2008.

DNDO anticipates that the GSA schedule will be used to award approximately \$15 million to \$20 million in 2009- 2010.

Question: Please list for the record all political positions at DNDO that received a bonus in 2008. Include the position, the office, and the amount of the bonus.

ANSWER: Political positions at DNDO did not receive any bonuses in 2008.

Question: Please list for the record all career positions at DNDO that received a bonus or quality step increase in 2008. Include the position, the office, and the amount of the bonus/step increase.

ANSWER: DNDO bonuses and quality step increases (QSI) for FY 2008 are listed in the table below. Total funding spent in FY 2008 was \$259,634.

FY 2008 BONUS/QSI INFORMATION

#	Position	Directorate	Performance Award Amount*
1	Deputy Asst Director	Architecture	3690
2	Engineer	Architecture	QSI
3	Budget Formulation	Budget	3500
4	Budget Execution	Budget	4000
5	Program Manager	Budget	5000
6	Program Analyst (HR)	COS/A	3429
7	Program Analyst (Resources)	COS/A	4182
8	Administrative Officer	COS/A	5960
9	Chief Information Officer	COS/IT	5960
10	Program Analyst	DIR	QSI
11	R&R Mission Manager	MMD	5000
12	Program Analyst	MMD	QSI
13	Program Manager	MMD/Av	5000
14	Mission Area Manager, Interior	MMD/Int	QSI
15	Program Manager	MMD/STC	3500
16	Mission Area Manager, STC	MMD/STC	QSI
17	Physical Scientist	NTNFC	1300
18	Program Analyst	NTNFC	3500
19	Chief of Exercises	OSD	2655
20	Deputy Asst Director	OSD	3805
21	Chief of Mission Execution	OSD/CE	1960
22	Nuclear Assessment Specialist	OSD/JAC	1000
23	Program Analyst	OSD/JAC	1715
24	Nuclear Detection Specialist	OSD/JAC	2572
25	Chief of Information Analysis	OSD/JAC	3235
26	Nuclear Assessment Specialist	OSD/JAC	3526
#	Position	Directorate	Performance Award Amount*
27	Deputy Asst Director, T&E	OSD/T&E	3690
28	Chief of Training	OSD/T&E	3725
29	Budget Analyst	PADD	2000
30	Program Manager	PADD	2300
31	Deputy Asst Director, STL	PADD	3000

#	Position	Directorate	Performance Award Amount*
32	Program Manager	PADD	4100
33	Technical Director, HPRDS	PADD	5900
34	Program Manager	PADD	QSI
35	Program Manager, HPRDS	PADD	QSI
36	Deputy Asst Director, ASP	PADD	QSI
37	Assistant Director	RTNA	4000
38	Security Officer	Security	3500
39	Physical Scientist	SEE	4266
40	Assistant Director	SEE	5000
41	Branch Chief, Science & Analysis	SEE	5960
42	Branch Chief, Test Execution	SEE	QSI
43	Deputy Asst Director, Test & Eval	SEE	QSI
44	General Engineer	TAR	4052
45	Physical Scientist	TAR	5536
46	Physical Scientist	TAR	5869
47	Physical Scientist	TAR	80 hrs TOA

*Note: Award amounts do not include the tax calc-up

TOTALS

FY 2008 SES bonuses (5) - \$76,980
 Performance Awards (36) - \$190,341
 QSI's (10) - \$38,468.
 Special Act or On-the-Spot (8) - \$30,825

Question: Please provide a table showing how much is requested in the 2010 budget for bonuses for DNDO political employees, DNDO SES employees, and DNDO non-SES employees.

ANSWER: DNDO's FY 2010 budget request includes a total of \$538, 052 for bonuses and QSI.

FY 2010 Funds requested for bonuses or QSI	Type of position
\$108,134	DNDO SES employees
\$429,918	DNDO non-SES employees

Question: Please provide for the record a table that shows all funds expended by DNDO political employees for travel in 2008. Include name of individual traveling, purpose of travel, location(s) visited, and total cost.

ANSWER: Please see the table that follows.

NAME	Purpose of Travel	Location of Travel	Total cost
Vayt Oxford	Speaker at the DNDO Advanced Radiation Detection Course Graduation.	Hauppauge, NY	\$289.08
	Speaker at a science symposium on rad/nuc matters and held multiple National Lab meetings.	Albuquerque, NM	\$1,296.60
	Site visit to the Raytheon facility on the DNDO ASP Program	Boston, MA	\$507.30
	Participated in the mandatory DHS Senior Leadership Conference	Cambridge, MD	\$529.21
	Site visits to Thermo and Raytheon on ASP project testing.	Cleveland, OH	\$1,497.97
	Speaker at an Airforce CBRN Symposium and addressing faculty.	Colorado Springs, CO	\$705.60
	Observed Testing in Las Vegas, NV then observed a round of testing for the CRAWDAD project at Savannah River, SC.	Las Vegas NV/Columbia, SC	\$1,977.51

NAME	Purpose of Travel	Location of Travel	Total cost
	NTS site visit during ASP testing to check on progress	Las Vegas NV	\$1,511.88
	Attended the International Global Initiative Meeting	Madrid, Spain	\$3,116.81
	Speaker to multiple State and Local Law Enforcement officials concerning STC	Mahwah, NJ	\$639.40
	Attended STC event with Deputy Secretary at the invitation of the NYPD	New York City, NY	\$324.20
	Received program project updates from PNNL and gave talk at the joint S&T/DNDO Tech Summit	Pasco, WA	\$2,034.34
	USCG ship commissioning and visited with LLNL	San Francisco, CA	\$2,245.96
	Attended a DNDO Post ASP Testing Meeting	Las Vegas, NV	\$1,402.93
	TOTAL		\$18,078.79

NAME	Purpose of Travel	Location of Travel	Total cost
Ryan Eddy	Attended and spoke at a U.S. Singapore technical exchange on RDD issues at the Defense Threat Reduction Agency.	Albuquerque, NM	\$1,516.94
	Attended and spoke at International Seminar on Nuclear Security sponsored by the IAEA and Argonne National Laboratory addressing how DNDO was formed and our current initiatives.	Chicago, IL	\$740.00
	Speaker at the Indiana Counter-terrorism and Security Council discussing DNDO and its efforts to work with State and local governments on combating the rad/nuc threat.	Indianapolis, IN	\$758.27
	Speaker at the DNDO Advanced Radiation Detection Course Graduation.	Hauppauge, NY	\$901.45
	Speaker to multiple State and Local Law Enforcement officials concerning STC	Newark, NJ	\$676.62
	Speaker at a science symposium on rad/nuc matters and holding multiple National Lab meetings.	Albuquerque, NM	\$1,231.33
	Attended a series of meetings and a regional summit on Homeland Security issues at Pacific Northwest Laboratory.	Pasco, WA	\$2,030.50
	Speaker at a symposium on radiological and nuclear concerns at the University of California San Diego.	San Diego, CA	\$3,349.74
	TOTAL		\$11,204.85

Question: Please provide unobligated balances within DNDO, by appropriation account, and when you anticipate that they will be expended.

ANSWER: Please see the table that follows.

	PPA	Unobligated Balance	Obligated by (FY)	Anticipated Expenditures by (FY)
RD07XB000D	RD0700	\$6,601,348.64	FY 2009	FY 2010
RD079B000D	AQ0700	\$16,116,087.20	FY 2009	FY 2010
RD08XA000D	RA0860	\$980,875.00	FY 2009	FY 2010
RD08XA000D	RE0860	\$58,383.76	FY 2009	FY 2010
RD08XA000D	RF0860	\$59,630.69	FY 2009	FY 2010
RD08XA000D	RJ0860	\$95,645.79	FY 2009	FY 2009
RD08XA000D	RS0860	\$2,429,117.66	FY 2010	FY 2011
RD08XA000D	RT0860	\$1,671,244.05	FY 2009	FY 2010
AQ080B000D	AR0862	\$19,670,653.00	FY 2010	FY 2011
AQ080B000D	AH0862	\$72,097.96	FY 2010	FY 2011
AQ080B000D	AS0862	\$19,693.00	FY 2009	FY 2010
RD09XA000D	RA0960	\$7,863,423.67	FY 2009	FY 2010
RD08XA000D	RE0960	\$12,469,878.12	FY 2009	FY 2010
RD08XA000D	RF0960	\$2,091,306.90	FY 2009	FY 2010
RD08XA000D	RJ0960	\$9,700,267.97	FY 2009	FY 2010

	PPA	Unobligated Balance	Obligated by (FY)	Anticipated Expenditures by (FY)
RD08XA000D	RS0860	\$69,677,618.80	FY 2010	FY 2011
RD08XA000D	RT0860	\$70,061,257.20	FY 2009	FY 2010
AQ091B000D	AR0862	\$102,671,789.67	FY 2009	FY 2010
AQ091B000D	AH0862	\$8,921,033.02	FY 2010	FY 2011
AQ091B000D	AS0862	\$19,198,644.81	FY 2009	FY 2011
MA099A000D	MA0861	\$20,457,916.99	FY 2009	FY 2010

DNDO Research, Development and Operations

Question: For research, development, and operations, please provide a table showing how much funding you spent on systems engineering and architecture in fiscal year 2008 and estimate or request for fiscal years 2009-10 for cross-cutting issues, on the domestic interior, on the border layer, and internationally. Please include with this brief descriptions of development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2008	FY 2009	FY 2010
International	\$1,350,000	\$2,680,000	\$3,200,000
Border-Layer	\$1,700,000	\$1,900,000	\$2,100,000
Domestic Interior	\$1,300,000	\$2,500,000	\$3,000,000
Cross-Cutting	\$4,150,000	\$5,250,000	\$6,000,000
Maritime/Aviation	\$1,450,000	\$2,050,000	\$2,500,000
TOTAL	\$9,950,000	\$14,380,000	\$16,800,000

In FY 2009, DNDO will conduct a variety of activities that support the overall development of the Global Nuclear Detection Architecture (GNDA) and address issues related to the domestic interior, border, aviation, maritime and international arenas.

Cross-cutting efforts in FYs 2009 and 2010 will support architecture documentation development and will provide systems architecture support (for items such as the standardization of data exchange and functional requirements) as necessary. DNDO will update the annual GNDA program and budget crosscut, prepare the "Joint Annual Review of the Global Nuclear Detection Architecture", as required by Sec. 1103 of the "Implementing Recommendations of the 9/11 Commission Act of 2007," and develop a risk assessment of the GNDA. On the basis of work initiated in 2008 under the HSPD-18 risk assessment, DNDO will further the methodology and refine data sources. DNDO also plans to continue detector fusion and algorithm development for a range of fixed and mobile detectors.

Efforts related to the domestic interior will continue to develop approaches to detection and interdiction appropriate for metropolitan areas, special events, and domestic pathways in FY 2009–FY 2010. In addition, DNDO is leading an interagency effort to increase the public's awareness of the risks, consequences, and appropriate responses related to an attack using a radiological dispersal device (RDD). DNDO will commence two projects for the "Public Education Plan" on RDDs, as called for by the Radiation Source Protection and Security Task Force established by the Energy Policy Act of 2005. In FY 2010, architectural studies on ways to increase the probability of detecting radioactive materials being trafficked through the "green border states" along the Canadian and Mexico borders will be completed.

DNDO will continue to support analyses of detection strategies between the ports of entry (POEs) and remaining vulnerabilities at POEs, as well as modeling and risk assessments focused on characterizing the threat and identifying opportunities for detection and interdiction at the border. In support of improved border security, DNDO will continue field evaluations of radiological and nuclear detection technologies and concepts of operation to assist the Border Patrol, and will continue to investigate long-term architecture options for radiation detection at land borders between POEs. Efforts in FY 2009 include the completion of an initial study on an integrated North American aviation nuclear detection Architecture in partnership with Canada and Mexico to integrate where applicable with the Security and Prosperity Partnership of North America. DNDO will also investigate types of radiation detectors that might be suitable for use at CBP OBP checkpoints in FY 2010.

DNDO will expand its engagement in the international arena throughout FY 2009 and FY 2010 to identify and encourage best practices for radiological and nuclear (rad/nuc) detection architectures. In addition, the international engagement work will encourage regional architectures and conduct analyses of appropriate CONOPS or particular regions. Planned accomplishments in FY 2009–FY 2010 include: Participation in a facilitated planning workshop will be held to develop comprehensive international outreach strategies to support the GNDA; further development of the global nuclear detection model guidelines document in support of the Global Initiative to Combat Nuclear Terrorism; implementation of regional engagement strategies in the Middle East and South East Asia to promote and build on the GNDA in these areas; and analysis of regional radiological and nuclear detection strategies for Iran.

In support of improved detection capabilities for the maritime pathway, in FY 2009 DNDO will initiate an inland waterways rad/nuc detection architecture study, an offshore secondary screening study, a maritime rad/nuc detection architecture analysis and review, and an under water detection options study to be completed in FY 2010. DNDO will also implement the international maritime pathways execution plan developed in FY 2009 focusing on implementation of preventive rad/nuc detection (PRND) concepts.

In support of improved detection capabilities for the aviation pathway, DNDO is working in close coordination with CBP, TSA and other operating agencies and stakeholders, to perform systems architecture analysis studies of various rad/nuc screening equipment suites and concepts of operations (CONOPS) variants to introduce rad/nuc screening into the international commercial aviation environment. In FY 2010, DNDO will perform a rotary wing aircraft gulf coast/southern border study and a scoping study of the Megaports for Air concept.

Question: For research, development, and operations, please provide a table showing how much you spent on systems engineering and architecture in fiscal year 2008, and how much you estimate or request for funding in fiscal years 2009-10 for core systems engineering activities and documentation; systems engineering support to independent test and planning and analysis; and standards. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2008	FY 2009	FY 2010
Systems Engineering (core)	\$6,433,577	\$8,000,000	\$8,000,000
Systems Engineering (Independent T&E)	\$2,726,505	\$1,806,427	\$1,806,427
Standards	\$773,000	\$900,000	\$1,204,000
TOTAL	\$9,933,082	\$10,706,427	\$11,010,427

In FY 2009, the core systems engineering activities and documentation effort will focus on developing performance specifications for radiation detections systems for land, aviation and maritime mission areas based

on the required capabilities identified in FY 2008, as well as produce interface control documents (ICDs), concepts of operations (CONOPS), and performance metrics for any additional mission areas as they are identified. Support to independent test planning and analysis effort will continue, providing test plans and test reports to support multiple test campaigns, including support to the Cargo Advanced Automated Radiography System (CAARS) and the Joint Integrated Non-Intrusive Imaging (JINII) radiographic systems, human portable detector field data collection, aviation passenger and baggage scanning, and the Dolphin test for maritime radiation detector systems. Testing and evaluation will also be conducted for commercial off the shelf and government systems for mobile radiation detection, including the DNDO developed ASP-L system. In support of standards development, DNDO will work to achieve interagency concurrence on a Technical Capability Standard for radiation detection equipment and, and will work with the consensus standards community to form a working group to complete the revision and update of the ANSI N42.42 rad/nuc detection equipment data format standard equipment.

In FY 2010, the core systems engineering activities and documentation effort will continue to develop and refine capability requirements documents for the land, aviation and maritime mission areas and performance specifications for specific systems that can provide the required capabilities. Independent test planning and analysis will support pilot projects for screening aviation passenger and baggage and for the maritime environment. Test programs will evaluate mobile ASP systems as well as Straddle Carrier Portal Monitor Systems for intermodal sea-rail cargo containers at the Rail Test Center (RTC). Additionally, testing will evaluate the SAIC CAARS dual energy radiography system and advanced aerial mounted detector systems. In support of standards development, DNDO will work to achieve interagency concurrence on a Technical Capability Standard for transportable and mobile radiation detection systems and for radiation detection portal monitors. DNDO will work with CBP and other key stakeholders to begin development of a Technical Capability Standard for rad/nuc detection by non-intrusive imaging systems.

Question: For research, development, and operations, please provide a similar table showing how much funding you spent on systems development in fiscal year 2008 and estimate or request for funding in fiscal years 2009-10 to develop small craft/maritime radiation detection systems, to develop aviation radiation detection systems, to develop international rail radiation detection systems, and to develop on-dock rail radiation detection systems. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2008 Baseline	FY 2008 Additional	FY 2009 Baseline	FY 2009 Additional	FY 2010 Total
Maritime Mission Area, including: Develop small craft/maritime radiation detection system	---	\$37,000,000	\$12,900,000	\$13,100,000	\$31,700,000 (includes On-Dock Rail)
Develop on-dock rail radiation detection system (maritime mission area)	---	---	\$15,000,000	---	N/A (included above)
Aviation Mission Area, including: Develop aviation radiation detection system	---	\$5,700,000 (includes \$3M earmark)	\$7,400,000	\$6,600,000	\$10,400,000
Develop international rail radiation detection system (land borders mission area)	---	---	\$2,700,000	---	\$2,700,000
TOTAL	---	\$42,700,000	\$38,000,000	\$19,700,000	\$44,800,000

Note: Previous reporting on this question involved only the systems development-related activities (e.g., systems development, systems engineering, testing, trade studies, requirements generation) for these four areas—beginning in FY 2009—that were executed as part of the funding line that had, up through FY 2008, been provided for the RPM/ASP program. However, as RPM/ASP development effort continued into FY 2009, requiring continued personnel and budgetary resources, the development programs listed above were more gradually initiated. Previous reporting for these four programs, as adjusted to accommodate further RPM/ASP development activities, is represented in the FY 2008 Baseline and FY 2009 Baseline columns.

DNDO has begun planning programs in mission space rather than by function, thus arriving at a more holistic approach to considering solutions for gaps in the Global Nuclear Detection Architecture (GNDA). Rather than considering development-specific efforts in isolation, DNDO considers all activities that inform the solution development process for a given mission area, including pilots, training and exercises, follow-on architecture studies, and cross-cutting technologies. In addition, as noted in QFRs 40-44, systems development programs such as the Human Portable Systems program will result in the delivery of systems that will have applicability in all DNDO mission areas: aviation, land borders, maritime, and interior. In addition, Advanced Technology Demonstrations such as the Intelligent Personal Radiation Locator (IPRL) or Stand-Off Radiation Detection Systems (SORDS) may be utilized to address gaps and vulnerabilities in more than one mission area.

Further, RPM/ASP development is spread across all mission areas because of the applicability of the underlying technology and identification algorithms in such follow-on solutions as mobile detection systems. As a result, DNDO has chosen to report these figures as part of the total maritime and aviation mission area figures (see QFRs 36-37 for an explanation of the current status of development efforts for these mission areas). In addition, though the on-dock rail solution is called out separately in FY 2009 because of an Appropriations earmark, DNDO considers the on-dock rail program as one component of the maritime mission area. Thus, in FY 2010, the on-dock rail solution is reported as part of the maritime mission area. The difference between the total mission area figures and the previously reported baseline is represented in the FY 2008 Additional and FY 2009 Additional columns. The previous table reports the total mission area figure in FY 2010. Further information regarding the progress of all four efforts is provided in QFRs 36-37, which follow.

In keeping with DNDO's new mission-focused planning, as previously described, the detail provided for the maritime and aviation mission areas includes milestones that are representative of the full complement of mission area efforts.

Maritime Mission Area:

Within the maritime mission area, a number of testing activities, pilot programs and architecture studies are underway to assess alternatives for rad/nuc detection in the maritime domain, and to inform future maritime systems development activities. The West Coast Maritime Pilot (WCMP) program supports the DHS Small Vessel Security Strategy objective to develop a robust layered defense by expanding and enhancing maritime rad/nuc detection capabilities for international, federal, state, local, tribal and private stakeholders. Consequently, the focus of this effort is to evaluate the effectiveness of a limited, phased deployment of commercially available and Government-Off-the-Shelf (GOTS) rad/nuc detection capabilities against the small vessel threat in the Puget Sound and San Diego port regions and gather lessons learned to improve effectiveness of a wider deployment of maritime capabilities to other priority U.S. ports. In addition, results of the FY 2008 maritime test campaign (Crawdad) and the FY 2009 boat-mounted system test campaign (Dolphin) will help define future development and/or deployment of boat-mounted radiation detection systems.

FY 2009 Maritime Mission Area Key Milestones:

- Initiate the Dolphin maritime test campaign to test boat-mounted detection systems in an operationally relevant environment to further develop DHS operational component requirements for boat-mounted systems. Testing is planned for fall 2009.

- Build on the WCMP work completed in Puget Sound to develop and implement a regional Concept of Operations (CONOPs) and an alarm adjudication process for the San Diego region.
- Initiate training and conduct drills to support the deployment of human portable rad/nuc detection equipment as part of the WCMP. These exercises will test the validity of the CONOPs, procedures and protocols that have been developed for each region.
- Collect and compile the mission needs of DHS operational components in regard to maritime standoff detection to include boat-mounted, aircraft-mounted, fixed and mobile platforms. Develop operational requirements specific to boat-mounted detection systems from the U.S. Coast Guard (USCG), CBP Air & Marine (AMO) and CBP OBP.
- Initiate architecture studies to address maritime domain challenges, including evaluation of Preventive Rad/Nuc Detection (PRND) strategies for locks and bridges prominent in the inland waterways; Offshore Secondary Inspection; laying the ground work for enhancing the layered detection capability of the Great Lakes region; and analyzing and developing options for non-container commercial vectors (bulk, break bulk, roll-on/roll-off, tanker).

FY 2010 Maritime Mission Area Key Milestones:

- Conduct a Full Scale Exercise as part of the WCMP in order to validate training, equipment, CONOPs, procedures and protocols.
- Document lessons learned and identify gaps from the WCMP to improve future development and deployment of maritime PRND capabilities.
- Initiate boat-mounted systems development activities, based on the results of the FY 2009 activities listed above.
- Initiate architecture studies to address maritime domain challenges, including: evaluation of PRND options, existing programs, capabilities/curricula for maritime state/local/international public safety and law enforcement boarding teams; and assessing screening/scanning capabilities and CONOPs for cruise ship passengers/cargo/stores and ferry services (passengers and vehicles).

On-Dock Rail:

On-dock rail accounts for the transfer of approximately 2 percent of all import containers to the United States. This program addresses the challenge of scanning cargo at seaport terminals where containers are transferred from ships to a rail facility that is within the terminal. These shipments therefore leave on rail cars that bypass the detectors at the terminal exit gate that scan trucks departing with the other 98 percent of the containers.

Operational testing conducted at the Rail Test Center at the Port of Tacoma has demonstrated that either mobile or fixed radiation portal monitors are adequate to scan containers where chassis are used to move containers to the rail facility. However, when straddle carriers are used in this role, no currently available technology is sufficiently effective at scanning containers. Efforts are underway to develop the use of a large radiation detector portal to scan the container at primary as a straddle carrier moves it from dockside to a lay-down area prior to being loaded onto a rail.

FY 2009 On-Dock Rail Key Milestones:

- Mission Area Requirements Analysis
- Mission Needs Statement
- Analysis of Alternative Study Plan
- Capability Development Plan
- Straddle Portal Prototypes construction and Mobile Radiation Detection System build

FY 2010 On-Dock Rail Key Milestones:

- Analysis of Alternatives
- Operational Environment Evaluation

- Operational Requirements Document
- Testing of Straddle Portal Prototype and Mobile Radiation Detection System

Aviation Mission Area:

As noted in previous responses to this QFR, in FY 2008, DNDO worked closely with U.S. CBP to conduct a series of test events at Andrews Air Force Base (AAFB) to obtain an accurate baseline assessment of the Radio-Isotope Identification Devices currently being used by CBP to scan international general aviation (IGA) aircraft. Additionally, other handheld Commercial-Off-The-Shelf (COTS) equipment, variations to the current CONOPs, and infrastructure requirements were evaluated during this campaign. As a result of these testing activities, DNDO and CBP conducted a joint assessment indicating that current equipment is sufficient to execute the rad/nuc mission for arriving IGA aircraft, with appropriate Standard Operating Procedure adjustments. Thus, DNDO will not undertake an aviation-specific development program at this time. The joint assessment, however, recommended inclusion of next-generation detection and identification systems within the IGA environment, as they become available through DNDO's ATD programs.

DNDO and CBP have also initiated a pilot program for screening international commercial passengers and their baggage at airports of entry (APOEs). This Passenger and Baggage (Pax/Bag) Pilot Program will evaluate the technical and operational integration of rad/nuc detection capabilities in this environment. DNDO will also undertake a number of architecture studies using FY 2009 and FY 2010 funds to further evaluate the aviation domain. With the exception of these architecture studies and cross-cutting programs (e.g., human portable systems) referenced above, all FY 2009 activities in the aviation mission area are funded using FY 2007 Supplemental funds.

Aviation Mission Area Key Milestones for FY 2009 and FY 2010:

FY 2009 Aviation Mission Area Key Milestones:

- Evaluate rad/nuc detection capability in the general and commercial Pre-clearance Airport environment.
- Conduct a test campaign to establish performance of systems to be carried forward in the Pax/Bag pilot.
- Conduct a pilot at Seattle-Tacoma International Airport to study the effectiveness and suitability of various rad/nuc scanning equipment suites and CONOPs for scanning international commercial aviation passengers and their baggage.
- Conduct architecture studies to address aviation domain challenges, including analyzing near term options for gateway preclearance screening of IGA and Megaports for Air, evaluating an integrated North American aviation architecture concept, and completing detection and interdiction studies for fixed wing aircraft making illegal cross-border trips.

FY 2010 Aviation Mission Area Key Milestones:

- Conduct a pilot at Charlotte International Airport to study the effectiveness and suitability of various rad/nuc scanning equipment suites and CONOPs for scanning international commercial aviation passengers and their baggage.
- Conduct one pilot in the commercial preclearance environment, if the preclearance location is available, to evaluate scanning alternatives according to specific preclearance requirements.
- Conduct a targeted architecture study of regional cross-border aviation traffic along the U.S.-Canadian border.
- Conduct a study of the gaps related to detection capabilities for international aviation traffic transiting into the United States from private or non-commercial airports.

In addition, as noted above, Human Portable systems development efforts may have applicability in the maritime and aviation mission areas.

International Rail:

The International Rail (IRAIL) Program will develop a family of systems to scan rail cargo (either passively, actively, or both, as appropriate) for rad/nuc screening. The IRAIL program will use a phased approach with a mix of risk reduction activities, technology development projects and pilot demonstration projects as appropriate, and will develop and test rad/nuc threat system solutions to achieve minimal impact on the flow and speed of commerce via Concept Study Experiments/Technology Demonstrations. Interim existing technology solutions that contribute to the rapid reduction of the threat space will be considered for prototype and/or pilot activities to evaluate performance in a cargo environment representative of international rail commerce. To support project test and evaluation (T&E) with rad/nuc materials, a Rail Test Bed Infrastructure Study will be conducted to determine how, when and where to conduct system T&E. Ultimately, the suite of technical solutions or family of systems for each international rail scanning/screening site will be tailored to meet the requirements of the rail POE and accommodate any physical, geological or infrastructure limitations.

FY 2009 International Rail Key Milestones:

- Final Mission Needs Statement
- Final Capability Development Plan
- Preliminary Technology Market Research

FY 2010 International Rail Key Milestones:

- Concept Study Experiments/Technology Demonstrations (CSE/TD) Candidate Selection with CBP
- CSE/TD CONOPS Development with CBP
- Initial CSE/TD Implementation with CBP
- National Laboratory Study Completions (Threat & Gap Analysis, Modeling & Simulation, Technology Impact on Commerce)

Question: How much does DNDO plan to spend in FY 2009 for on-dock rail solutions, and is it requesting for such purposes in 2010, to include further work on straddle or crane mounted radiation detection systems?

ANSWER: \$15,000,000 is planned in FY 2009 to design, build and install two prototype straddle carrier portal monitors at the Rail Test Center (RTC).

\$13,000,000 of research, development and operations funding is requested in FY 2010 to include testing of prototypes and analysis of other on-dock rail facilities. Because of the unique nature of each on-dock rail terminal, analysis must be repeated for each location to ensure applicability of selected solutions.

Question: For systems development, please identify how much DNDO spent on human portable radiation detection systems in fiscal year 2008, and how much you estimate or request for funding in fiscal years 2009-10 for development, operational suitability modeling, data collection and algorithm improvements, and performance testing. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: DNDO has multiple programs that will provide a wide variety of law enforcement and first responders with effective human portable systems for rad/nuc detection: the Handheld program, the Human Portable Wide Area Search (HPWAS) program and the Human Portable Tripwire (HPT) program. Each of these programs will result in the delivery of human portable systems that will be used in all DNDO mission areas: aviation, land, maritime and interior.

Overall, each of the three human portable system program development efforts seeks to expand the spectrum of detectors available to end users by 1) investigating existing commercially available human portable systems and

tailoring them to better meet the needs of operators; 2) developing cutting-edge technology when current systems are inadequate to meet customer requirements; and 3) conducting systems development efforts for maturing technologies that transition from Advanced Technology Demonstrations (ATDs). The first ATD expected to transition a system to development in FY 2010 is the Intelligent Personal Radiation Locator (IPRL).

	FY 2008	FY 2009	FY 2010
Development	\$16,800,000	\$11,500,000	\$9,500,000
Operational suitability modeling	\$600,000	\$0	\$0
Data collection	\$1,500,000	\$2,000,000	\$0
Algorithm improvements		\$1,000,000	\$0
Performance testing	\$2,000,000	\$2,700,000	\$2,500,000
TOTAL	\$20,900,000	\$17,200,000	\$12,000,000*
*This amount includes development for both handhelds and the transition of IPRL or other technologies into the human portable tripwire program.			

In FY 2009, Handheld Program key efforts and milestones include:

- Complete the development of base technologies that will be used as a basis for adapting the handhelds to mission-specific environments.
- Complete the updated mission analysis that identifies the needs for human portable systems.
- Finalize with the users the operational requirements for handheld systems that will be used for small area searches and secondary screenings in the aviation, land, maritime and interior pathways.
- Continue to improve the associated software utilized within the detectors. On the basis of additional data collection campaigns in FY 2008 and FY 2009, improvements will be made to the isotope libraries upon which these algorithms are built.
- Conduct performance testing to assess the current effectiveness of the base technologies.

In FY 2009, Human Portable Wide Area Search Program key efforts and milestones include:

- Complete the updated mission analysis that identifies the needs for human portable systems.
- Begin the development of operational requirements through user engagement and operational analysis.

In FY 2009, Human Portable Tripwire Program key efforts and milestones include:

- Complete the updated mission analysis that identifies the needs for human portable systems.
- Begin the development of operational requirements through user engagement and operational analysis.
- Conduct a capability transition assessment for the transformational R&D IPRL program, including specific assessments of the unique capabilities that IPRLs are designed to provide.

In FY 2010, Handheld Program key efforts and milestones include:

- Execute low-rate initial production (LRIP) for handheld systems that will be used for small area searches and secondary screenings
- Conduct Operational Testing for handheld systems that will be used for small area searches and secondary screenings.
- Enter full-rate production for Germanium-based handheld detectors that will be used for advanced operations.

In FY 2010, Human Portable Wide Area Search Program key efforts and milestones include:

- Complete the development of operational requirements for an HPWAS system through user engagement and operational analysis.
- Conduct an Analysis of Alternatives (AOA) for HPWAS potential materiel and non-materiel solutions.

In FY 2010, Human Portable Tripwire Program key efforts and milestones include:

- Complete the development of operational and functional requirements for an HPT system through user engagement and operational analysis.
- Conduct an AOA for HPT potential materiel and non-materiel solutions.
- Initiate the development of an HPT system designed to meet user requirements.

Question: For systems development, please provide a table showing how you spent on the CAARS program in fiscal year 2008 and how much is estimated or requested for funding in fiscal years 2009-10 for development and testing. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2008	FY 2009	FY 2010
CAARS/JINH	\$36,570,000	\$30,015,000	\$31,165,000

FY 2009 planned accomplishments include:

- Validate radiographic test objects.
- Complete development of CAARS prototypes.
- Begin a test and evaluation (T&E) campaign of the CAARS prototypes.
- Complete test campaign to characterize the ability of near-term commercial NII systems to detect shielded nuclear material through either automated image analysis or manual image interpretation.
- Complete assessment of available methods to upgrade existing NII systems to incrementally improve shielded nuclear material performance.

FY 2010 planned accomplishments:

- Complete T&E campaign of the CAARS prototypes.
- Perform a cost benefit analysis (CBA) to include recommendations with regard to future development and testing options.
- Depending on the CBA recommendation, solicit and award contracts for a rapid development prototype and pilot project to get a realistic measure of the false-alarm rate in real stream of commerce and test the overall robustness of the system.

Question: Please describe how funding is being used for the National Technical Nuclear Forensics Center (NTNFC) in fiscal year 2009, how much funding you are requesting for fiscal year 2010 and how you plan to use it. In addition, please note how many fellowships you have awarded or plan to award in fiscal years 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2009
Operational Readiness Support	\$ 4,850,000
Technology Advancement	\$10,864,000
National Nuclear Forensics Expertise Development Program	\$ 1,186,000
TOTAL	\$16,900,000

DNDO's NTNFC focuses on two fundamental national goals for nuclear forensics: supporting deterrence and attribution. An effective and credible capability can deter a nation from providing nuclear material or devices to terrorists if it is known that the United States can trace back to the source. In addition to deterring the witting transfer of materials, an effective NTNFC capability can also deter the unwitting transfer, that is, by compelling a nation to improve the security at its storage facilities. Should deterrence fail and a nuclear event (detonation or smuggling of a device or materials) occur, the U.S. Government (USG) must be prepared to analyze the materials or debris in order to provide technical forensic conclusions to the attribution process (which merges technical forensics with intelligence and law enforcement information) so that the President can consider response options.

To ensure that our NTNFC capabilities can most effectively support attribution decisions and deterrence goals, the NTNFC groups its activities and funding into three mission areas: "Operational Readiness Support," "Technology Advancement," and "National Nuclear Forensics Expertise Development Program." Each of these mission areas is summarized below, including planned accomplishments in each area for FYs 2009 and 2010.

Operational Readiness Support: It is essential to ensure our NTNFC capabilities are always ready to rapidly and effectively respond to a nuclear event at any time, with no advance notice, today and in the future. There will be unprecedented pressure confronting senior officials after a nuclear detonation or the interdiction of a weapon or bomb materials. To ensure that NTNFC capabilities are prepared and ready, NTNFC serves as the national "system integrator," providing centralized planning, integration, assessment, exercising and stewardship of USG nuclear forensics capabilities – weaving together and coordinating the six federal agencies with responsibilities across the spectrum (from pre- to post-detonation, domestic to global), including the Departments of Homeland Security (DHS), Energy (DOE), Defense (DOD), and State (DOS), and the Federal Bureau of Investigation (FBI) and the Office of the Director of National Intelligence (ODNI). This overarching integration and readiness mission was assigned to DNDO through an annex to the "National Strategy to Combat WMD" in 2007. The NTNFC model is to be as consistently prepared and formidable as the strategic nuclear deterrent program of the U.S. Navy submarine fleet.

In FY 2009, Operational Readiness Support planned accomplishments include:

- Complete development of the interagency NTNFC Strategic Plan and the Baseline Capabilities Framework.
- Complete a "Path Forward Plan" for the development of NTNFC requirements. This plan will include options for incrementally tiered capability improvements across the NTNFC mission space, tied to resource implications.
- Complete the development of an NTNFC Strategic Communications Plan.
- Update the NTNFC Playbook.
- Conduct two interagency program planning and alignment sessions to coordinate activities and refine the NTNFC interagency budget crosscut.
- Lead interagency Steering Committee and Executive Council sessions to facilitate joint planning and issue resolution.

- Partner with State in developing the first interagency International Nuclear Forensics Engagement Strategy.
- Initiate the first overarching NTNF Annual Capability Assessment to evaluate how well the NTNF community can accomplish the mission in each phase of the forensics process.
- Partner with the FBI and ODNI to plan and lead a major assessment and exercise in the Summer Hard Problem Program. The assessment will examine issues and processes related to time-sensitive decision-making for attribution and effective formulation and communication of technical forensic conclusions.
- Complete support and sponsorship of the National Academy study, which will provide findings and recommendations to sustain and improve the Nation's nuclear forensics capabilities.
- Chair interagency Nuclear Defense R&D Attribution Working Group to identify gaps and R&D priorities.
- Provide planning support and participate in the first large-scale NTNF end-to-end post-detonation exercise, "Oak Phoenix," with players from the DOE, FBI, DHS, and DOD.
- Conduct Proficiency Tests in order to validate competencies in nuclear materials analyses and evaluations.
- Conduct exercise planning and participate in the "Marble Challenge" exercise to assess the flow of forensic information into the attribution process and the transfer of device materials into the pre-detonation analysis process.

Technology Advancement (for Pre-Detonation Materials R&D): The technology advancement mission was also assigned to DNDO in the annex to the "National Strategy to Combat WMD." Developing technology for forensics of pre-detonation materials is our primary R&D concentration. Our investments are focused on closing gaps and advancing capabilities in the areas of collecting and developing forensics data (both international and U.S. materials), analyzing material characteristics (chemical, physical and isotopic) and evaluating the measured results to determine linkages. Discerning linkages is the key – linkages between the seized materials and production facilities, manufacturing processes, geographic locations and other materials.

The pre-detonation forensics capability also engages in a disciplined approach to developing scientifically sound validated methodologies that will provide a known level of confidence to analytical results. The development and implementation of validated methodologies in technical nuclear forensics analyses ensures the use of standardized methods for signature analyses, articulation of confidence in results and practice of demonstrated competencies in measurements and evaluations.

In FY 2009, Technology Advancement planned accomplishments include:

- Examine foreign source materials for radiological dispersal device (RDD) signatures, specifically Americium-related sources.
- Perform comprehensive forensics material characterization on selected U.S. highly enriched uranium (HEU) samples to identify potential discriminating signatures.
- Develop plans for a controlled bench-scale uranium production capability to enable development of predictive signatures for HEU.
- Conduct forensic analyses of foreign research reactor spent fuel assemblies to improve modeling and understanding of the reactors' signatures.
- Demonstrate material signatures "group inclusion" techniques using an open source spent fuel database ("SFCOMPO").
- Partner with the United Kingdom Atomic Weapons Establishment to identify diagnostic signatures in plutonium.
- Collaborate with international partners (25+) through the 14th International Technical Working Group on Nuclear Smuggling and Forensics.
- Collaborate with the Canadian government on RDD material signatures and associated databases.

- Partner with State to support international workshops and related activities under the Preventing Nuclear Smuggling Program and Global Initiative to Combat Nuclear Terrorism.
- Restart the unique mass separator at Idaho National Laboratory for the production of enriched isotopes to be used in developing NTNF standard reference materials.

National Nuclear Forensics Expertise Development Program (NNFEDP – “Academic Pipeline”): The heart and brains of the NTNF capability are the forensics scientists. They perform the analyses, interpret the results, exercise the procedures and develop advanced techniques. Through their efforts, we garner enhanced deterrence and improved attribution capabilities. Numerous reports and testimony judged the health of the nuclear forensics-related academic pipeline to be in extremis (e.g., nuclear chemistry and radiochemistry are “on the brink of extinction”); thus DNDO initiated the NNFEDP to assure an enduring healthy pipeline of expertise into the nuclear forensics specialties.

In its role as steward for the national nuclear forensics capability, NTNFC developed plans and in FY 2008 launched the first steps to begin immediately restoring the pipeline and to prepare for the FY 2009 academic year. On the basis of the successful inaugural FY 2008 activities, the FY 2009 and FY 2010 academic pipeline activities will be expanded and enhanced to include summer internships, doctoral student fellowships, post-doctoral fellowships and university programs awards. This forensics-focused academic strategy is closely integrated with the academic initiatives in DNDO’s transformational R&D mission area. The NNFEDP activities are intended to expand at a prudent pace annually, so that results can be measured and evaluated in step with expansion. The elements of the program are modeled on the NNFEDP outlined in H.R. 730, the proposed “Nuclear Forensics and Attribution Act.”

In FY 2009, National Nuclear Forensics Expertise Development Program planned accomplishments include:

- Continue support to the next cadre of interns at the Seaborg Institute Nuclear Science Summer Internship Programs.
- Continue and expand the Nuclear Forensics Graduate Fellowships for the 2009–2010 academic year, funding the initial four students for an additional year and awarding fellowships to four new students.
- Initiate a post-doctoral fellowship program, funding two fellows initially.
- Continue a partnership with the American Physical Society for nuclear forensics outreach programs at undergraduate and top high schools.
- Expand outreach to universities, technical societies and other institutions.
- Initiate a Nuclear Forensics Education Awards Program to foster universities’ nuclear forensics-related programs (initially one award in FY 2009).
- Initiate an undergraduate internship program.

	FY 2010
Operational Readiness Support	\$5,950,000
Technology Advancement	\$13,600,000
National Nuclear Forensics Expertise Development Program	\$3,150,000
TOTAL	\$22,700,000

In FY 2010, DNDO’s NTNFC will continue to focus its activities on the three mission areas described previously.

In FY 2010, Operational Readiness Support planned accomplishments include:

- Complete the first NTNF Annual Capability Assessment.

- Complete the concept of operations (CONOPS) based on results from two end-to-end interagency exercises in FY 2009, "Oak Phoenix" and "Marble Challenge."
- Continue to lead the centralized interagency effort to coordinate NTNF activities and ensure continued interagency program and resource alignment, including annual refining of the interagency budget crosscut.
- Continue to lead joint planning through the interagency Steering Committee and Executive Council.
- Update the NTNF Playbook as necessary to reflect maturing operational processes.
- Update the NTNF Strategic Plan.
- Conduct the first annual assessment to ensure alignment of interagency budgets with the Office of Science and Technology Policy (OSTP)-led Nuclear Defense Research and Development (NDRD) Roadmap.
- Continue to chair the NDRD Attribution Working Group to coordinate interagency R&D priorities.
- Lead the NTNF community through the planning, execution, after action evaluation and corrective action plan development of NTNF operations as part of the National Level Exercise 2010.
- Review and assess NTNF capabilities by training and exercising all processes, targeting the overarching goals of process improvement and technical advancement.
- Integrate and synchronize exercise events across the nuclear forensics community for optimal leverage and benefit to all departments and agencies.

In FY 2010, Technology Advancement planned accomplishments include:

- Demonstrate the first production batch of uranium material from controlled bench-scale production capability to enable the ability to predict signatures.
- For radiological dispersal device (RDD) threat material, complete development of a validated methodology for cesium (137-Cs) age-dating and supporting barium reference material.
- Improve the linkage of forensic research to law enforcement needs of the FBI's by employing a "mock trial" to demonstrate how forensic evidence and conclusions would be used in a court of law.
- Using the mock trial, conduct the first technical demonstration of the robust criteria for standard forensics data requirements for nuclear materials.
- Through Systems Development PPA funding for nuclear forensics, initiate and expand the forensics systems development projects to advance techniques to more rapidly and accurately characterize materials, interpret the resultant data and link to nuclear processes, facilities and locations.
- Expand the application of Knowledge Management and Assessment System (KMAS) evaluation tools to initial use in the forensics exercise program and operational case studies.
- Conduct the first demonstration of KMAS tools for pattern recognition and trend analyses when sifting through substantial banks of nuclear materials data.
- Demonstrate the next generation of tools for pattern analysis and methods to articulate whether or not nuclear material signatures can be included or excluded from specific families of signatures.
- Begin to develop and validate predictive models and techniques to improve understanding of how technical processes within the nuclear fuel cycle (from mining raw material to processing, enrichment, burn-up and disposal) can affect the resultant nuclear materials' forensic signatures (which are created, erased and persist throughout the fuel cycle).
- Produce priority standard reference materials with the mass separator.
- Continue international collaboration on materials signatures analyses and comparative process knowledge with the United Kingdom and Canadian governments, and broaden international cooperation under the Global Initiative to Combat Nuclear Terrorism and International Technical Working Group on Nuclear Smuggling and Forensics constructs.
- Continue to engage international partners in sharing standard reference materials, best practices and protocols, and participate in an international materials forensics exercise.

In FY 2010, National Nuclear Forensics Expertise Development Program planned accomplishments include:

- Build upon the success of programs initiated in FY 2008-FY 2009 and expand them in a controlled and measured fashion to achieve a steady-state in FY 2012.
- Expand the nuclear forensics outreach program to enhance recruitment.
- Continue support for undergraduate internship programs.
- Increase graduate fellowships to 12 in FY 2010 (from eight in FY 2009).
- Expand the Nuclear Forensics Education Awards Program to include five awards in FY 2010 (from one in FY 2009), supporting universities' nuclear forensics programs.
- Expand post-doctoral fellowships to five in FY 2010 (from two in FY 2009) at the National Laboratories in order to bring the best and brightest into the nuclear forensics pipeline.
- Initiate University Junior Faculty Award Program to address the academic faculty gaps in the pipeline (initially two awards).

	FY 2009	FY 2010
Planned Graduate Fellowships	8	12
Planned Post-Doctorate Fellowships	2	5

The National Nuclear Forensics Expertise Development Program supports graduate student and post-doctorate fellowships, as well as internships, awards for university forensics programs and related activities (as described in more detail in the previous section). The graduate fellowship program comprises tuition and a stipend for a nuclear forensics specialty for 12 months at an approved university, renewable for up to a total of five years, including at least one summer internship at either a national laboratory or a federal agency. In addition, the program requires a two-year service payback, which may be fulfilled through a nuclear forensics post-doctorate fellowship or a university junior faculty award. Eight graduate fellows will be funded in FY 2009, an increase of four from the inaugural cohort in FY 2008. Four additional fellows are planned for FY 2010, for a total of 12 (eight continuing and four new). The steady-state goal is to fund 16 to 18 graduate fellows per year by FY 2012, with a minimum of three to four Ph.Ds entering the workforce or the post-doctorate program each year. DNDO is funding two post-doctorate fellows at the national laboratories in FY 2009 and is planning five in FY 2010, and will build to a total of eight per year by FY 2012. DNDO actively helps guide the program through continuous input to the national laboratories on specific post-doctorate projects.

Question: Please describe how NTNFC and its mission relates to the function served by CBP's Laboratory and Scientific Services (LSS) organization. To what extent do they overlap, and how much do they collaborate?

ANSWER: LSS conducts primary reachback support for potential WMD threats and on occasion performs on-site forensic/radiological analyses at ports that may receive radioactive materials suspected to be a nuisance. The LSS capability consists of on-site gamma spectroscopy and radioisotope identification, as well as dose rate measuring equipment. In cases where a nuisance source is assessed to be a potential radiological dispersal device (RDD) or special nuclear material (SNM) threat then additional reachback/asset support would be requested through the DOE or DNDO and FBI. NTNFC's nuclear forensics capability, implemented through DOE and DoD laboratory facilities to the lead investigative agency (usually the FBI), is a more in-depth material forensic characterization. Using radiochemistry, mass spectroscopy, optical microscopy, gamma spectroscopy, age-dating and other methods this characterization determines not only the type of materials, but the physical, chemical and nuclear signatures which are used to link the materials to facilities, processes and locations in order to assist law enforcement and intelligence in determining source of materials and perpetrators. LSS and NTNFC provide complementary and non-overlapping capabilities – LSS capabilities conduct screening and threat assessment operations in front line field locations, while NTNFC provides the back-end in-

depth technical nuclear forensic capability, which not only contributes to attribution, but also provides significant national deterrence value. LSS and NTNFC interface through the DNDO Joint Analysis Center, to which LSS incident reports are sent.

Question: For transformation research and development, please provide a table showing how much you spent in fiscal year 2008 and estimate or request for funding in fiscal years 2009-10 for detection materials, passive detection, active detection, systems integration, new starts, and continuation of projects. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the table that follows.

	FY 2008	FY 2009	FY 2010
Detection Materials	\$11,170,779	\$7,568,000	\$4,066,000
Passive Detection	\$15,201,285	\$14,069,000	\$7,069,000
Active Detection	\$9,894,078	\$8,230,000	\$5,230,000
Systems Integration	\$6,847,858	\$2,725,000	\$1,725,000
FY 2008 New Starts	\$6,486,000	\$10,564,000	\$14,560,000
FY 2009 New Starts	---	\$16,544,000	\$10,564,000
FY 2010 New Starts	---	---	\$6,486,000
TOTAL	\$49,600,000	\$59,700,000	\$49,700,000

FY 2009 planned accomplishments include:

- Approximately 10 concepts will transition from feasibility to proof of concept (PoC).
- Complete development of new scintillator and semiconductor materials for the Advanced Radiation Materials Detection (ARMD) Advanced Technology Demonstration (ATD).
- Continue characterization and fabrication efforts of several other promising radiation detection materials which have been discovered and developed over the last several years.
- Complete PoC for fusion of video and directional gamma detector images to allow for screening of vehicles at speed across multiple lanes of traffic.
- Evaluate feasibility of actively detecting special nuclear material (SNM) at distances greater than 100 meters.
- Demonstrate feasibility for pathway-related and proximity-induced technologies for nuclear forensics analysis.
- Evaluate feasibility of monochromatic X-ray spectrum and brightness from laser driven, wakefield accelerator. The goal is to reach three mega electron volt (MeV) photons with sufficient brightness and reproducibility.
- Complete PoC demonstration of a Large Area X-ray Detector (LAXD) NII system that could potentially enable volumetric imaging (i.e., three-dimensional) of air cargo containers, cargo containers and trucks.
- Complete integration and PoC of an algorithmic expert system for feature extraction on various contextual info streams.
- Accelerate development of several promising new materials in the categories of both scintillators and semiconductors, addressing the remaining key risks and starting development of low-rate production efforts to help optimization of complete detector devices.
- Accelerate the development of a promising material that could help replace helium-3 detectors in many applications.

FY 2010 planned accomplishments:

- Approximately seven concepts will transition from feasibility to PoC.
- Complete PoC for Compton Imaging device using room temperature semiconductor detector components with supporting reconstruction and identification algorithms which enable more effective source localization.
- Complete PoC for compact accelerator design for portable active interrogation applications.
- Complete PoC for high spatial resolution particle detectors for use with charged particle interrogation systems.
- Complete PoC for high resolution scintillators integrated with a high efficiency readout system which will enable more compact, low power devices.
- Demonstrate a compact laser source for nearly monochromatic high energy X-rays for active systems which enable more effective, lower dose systems.
- Demonstrate high resolution semiconductor readouts for tracking electron clouds that enable more effective source localization.
- Accelerate several alternatives to neutron detectors that would not be based on helium-3.
- Complete development of several low-rate production efforts for both scintillators and semiconductors.
- Transition several alternatives to helium-3 neutron detectors to testing and/or product acquisition.

Question: For transformation research and development, please provide a table showing how much you spent on academic research initiatives in fiscal year 2008 and estimate or request for funding in fiscal years 2009-10 for materials, detectors, forensics, systems integration, policy studies, new starts, and continuation of projects. Please include with this brief descriptions of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Materials	\$996,000	\$996,000	\$596,000
Detectors	\$1,347,000	\$1,347,000	\$1,147,000
Forensics	\$99,000	\$99,000	-
Systems integration	\$3,197,000	\$3,197,000	\$3,197,000
Policy studies	\$3,096,000	\$3,096,000	\$2,796,000
FY 2008 New Starts	\$3,650,000	\$3,650,000	\$3,650,000
FY 2009 New Starts	---	\$4,115,000	\$3,650,000
FY 2010 New Starts	---	---	\$3,650,000
TOTAL	\$13,400,000	\$16,500,000	\$18,686,000

FY 2009 planned accomplishments include:

- Conduct annual grantees conference.
- Provide additional grant funding to support a total of approximately 110 undergraduate and graduate students.
- New detectors: complete fabrication of lightweight novel gas chamber neutron detector, complete fabrication of light-weight low-power neutron detector, first design photonics-based radiation sensor.
- New materials: first synthesis of enhanced nanophosphor materials, complete synthesis and characterization of high-efficiency boron arsenide crystals for neutron detection.

- Other: software to fully simulate nuclear resonance fluorescence (NRF), measure key NRF emission lines and (n f) cross sections, smuggling interdiction model with deterrence and strategic gaming, design of shielded HEU detection system, social models for decision support algorithms, software for sensor system management and simulation.

FY 2010 planned accomplishments:

- Conduct annual grantees conference.
- Approximately 140 students will be supported.
- Design and construction of a lightweight and portable neutron detector.
- Detailed examination of cadmium magnesium telluride (CdMgTe) as a choice for room temperature gamma-ray detector with a focus on understanding the telluride (Te) inclusions and mitigating their effects.
- Growth and structural characterization of the first boron phosphide crystals for high efficiency neutron detectors.
- Complete characterization and fabrication of a photonics-based nuclear radiation sensor.
- Complete characterization and testing of a novel solid-state self-powered neutron detector.
- Development of a web application for studying optimum use of sensor resources by dynamic programming of decision trees.
- Development of an interdiction model for smuggled nuclear materials with deterrence methodologies and strategic gaming aspects incorporated.

Question: For transformation research and development, please provide a table showing how much funding you spent on intelligent personal radiation locator ATDs in fiscal year 2008 and estimate or request request for fiscal years 2009-10 for development and testing. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Development	\$9,193,481		\$0
Testing		\$2,160,000	(see response to Questions 40-42)
TOTAL	\$9,193,481	\$2,160,000	

The Intelligent Personal Radiation Locator (IPRL) Advanced Technology Demonstration (ATD) concludes its characterization activities in FY 2009 and transitions to the Human Portable Tripwire (HPT) program for future development in FY 2010 and out. See responses to questions 43 and 44 for HPT program development efforts and milestones.

Question: For transformation research and development, please provide a table showing how much funding DNDO spent on stand-off detection ATDs in fiscal year 2008 and estimate or request to be funded in fiscal years 2009-10 for development and testing. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Development	\$15,481,647	\$10,500,000	---

	FY 2008	FY 2009	FY 2010
Characterization	---	---	\$2,000,000
TOTAL	\$15,481,647	\$10,500,000	\$2,000,000

The Standoff Radiation Detection System (SORDS) Advanced Technology Demonstration (ATD) will complete the system development efforts in FY 2009. The characterization and analysis of the SORDS systems will be completed in 2010.

Question: For test and evaluation infrastructure, please provide a table showing how much funding you are spent in fiscal year 2008 and estimate or request to be funded in fiscal years 2009-10 for assessments to include operations, infrastructure, data management, and testing to support components, State, and local partners. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Operations	\$6,460,684	\$6,432,216	\$5,615,000
Infrastructure	\$4,376,394	\$4,519,590	\$5,505,000
Data Management	\$2,354,175	\$1,948,194	\$2,000,000
Rail Test Center (RTC)	\$5,500,000	- ¹	- ²
Directed Testing Components, state and Local partners	\$3,908,747	\$4,000,000	\$4,000,000
TOTAL	\$22,600,000	\$16,900,000	\$17,120,000
Testing to Support DNDO Programs (allocated from DNDO program dollars)	\$19,818,856	\$13,732,000	\$19,400,000

- 1- Operations and Maintenance (O&M) for the RTC in FY 2009 was covered with FY 2008 funds
- 2- O&M for RTC in FY 2010 is funded through "Infrastructure" resources. Funds to execute tests at RTC are provided by individual programs.

FY 2009 planned accomplishments include:

- Complete construction of the Radiological and Nuclear Countermeasures Test and Evaluation Complex (RNCTEC), start nuclear operations and initiate test campaigns at this facility.
- Conduct 12 distinct test campaigns at RNCTEC/Nevada Test Site (NTS), the Rail Test Center (RTC) and other venues, including the Dolphin test campaign (Directed Test). Dolphin is a test of boat-mounted systems in San Diego Harbor to support the West Coast Maritime Pilot
- Enhance maritime testing infrastructure
- Expand testing capabilities at RTC to include straddle carrier testing.
- Integrate expertise from partner agencies in integrated test campaigns for threat test scenario planning, analytic design and technical data analyses and modeling.
- Enhance data acquisition systems to include integrated video tracking, secure wireless data transmission and storage and enhanced data archival/retrieval systems.
- Consolidate all test data from DNDO tests into an Archival and Retrieval Management System (ARMS)

FY 2010 planned accomplishments:

- Conduct at least eight test campaigns.
- Increase testing infrastructure at RNCTEC to support advanced radiography and active interrogation.

- Advanced Aerial Mounted Detector Campaign (Directed Test). Federal, state, and local partners are currently purchasing and deploying COTS and GOTS detector systems for use with fixed and rotary wing aerial platforms. This test campaign will focus on determining technical performance of currently available COTS and GOTS systems in operationally relevant aerial screening scenarios.
- Expand testing capabilities to support aerial rad/nuc detection.
- Maintain schedule of radiation detector test operations and pilots at RNC TEC and RTC and San Diego Port and Seattle airport (pilots).
- Integrate expertise from partner agencies in integrated test campaigns for threat test scenario planning, analytic design and technical data analyses and modeling.
- Consolidate all test data into ARMS.

Question: For red teaming and assessments, please provide a table showing how much funding you spent in fiscal year 2008 and estimated or request to be funded in fiscal years 2009-10 for covert projects, modeling project, and overt projects. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Covert Projects	\$2,470,570	\$4,115,074	\$4,308,887
Modeling Projects	\$4,099,863	\$2,259,545	\$2,378,547
Overt Projects	\$3,229,567	\$3,525,380	\$3,212,566
TOTAL	\$9,800,000	\$9,900,000	\$9,900,000

Each project is part of an integrated red teaming and net assessments program. Some efforts may have both covert and overt components, but for simplicity were placed in only the category representing the majority of the effort.

FY 2009 planned accomplishments:

Covert Projects

- Conduct open source, covert testing, and adversarial red teaming activities, including use of special nuclear material (SNM) surrogates. Continue assessments of federal detection capabilities beyond seaports (e.g., land border POEs and aviation). Continue to assess domestic capabilities, aligning support with DNDO outreach programs

Overt Projects

- Continue assessing the effectiveness of international, federal, state, territorial, tribal, local agency and first responder preventive radiological and nuclear detection (PRND) training
- Conduct assessments of PRND programs internal to DNDO and programs involving other agencies to determine program effectiveness. Continue assessment of the effectiveness of the Securing the Cities (STC) engagement model, complete assessment of embedding detection capability with Transportation Security Administration (TSA) Visible Intermodal Prevention and Response (VIPR) teams, and initiate the PRND data collection effort to base-line state and local detection capabilities

Modeling Projects

- Conduct workshops on nuclear terrorism to enhance adversary portrayal in the probabilistic model under development
- Complete the first phase of development of a probabilistic model that incorporates an adversary's aspirations coupled with a comprehensive transportation network

FY 2010 planned accomplishments:

Covert Projects

- Conduct open source, covert testing and adversarial red teaming activities to include using SNM surrogates and possible involvement in the West Coast Maritime Pilot and expanded assessments of land border and aviation pathway

Overt Projects

- Assess the effectiveness of international, federal, state, territorial, tribal, local agency and first responder PRND training
- Conduct assessments of PRND programs internal to DNDO and programs involving other agencies to determine program effectiveness including continuation of the PRND Data Collection Effort

Modeling Projects

- Refine the probabilistic model by fully incorporating red teaming and net assessment findings and recommendations and conducting analysis that enhances the nation's PRND defenses, and conduct model verification, validation and accreditation.

Question: What is the status of Radiological and Nuclear Countermeasures Test Center construction? What testing is being done at other sites ASP Test Track, NTS, Andrews AFB, Savannah River national Lab, and the RTC in Tacoma) in FY 2009 for ASP, HPRDS, and International General Aviation testing?

ANSWER: Construction of the Radiological and Nuclear Countermeasures Test and Evaluation Complex (RNCTEC) is complete. Start-up of RNCTEC as a nuclear facility is scheduled for June 2009. The first test scheduled for RNCTEC is the Eland Test Campaign (Mobile Platform Radiation Detection System test) schedule for July–August 2009.

The following table shows additional DNDO tests planned for FY 2009:

Venue	Test Campaign	Programs Supported
Nevada Test Site (NTS) - RNCTEC	Eland – Mobile Platform Radiation Detection System Test	Securing the Cities State, Local, and Tribal Partners Advanced Spectroscopic Portal (ASP)-based mobile development program
NTS – A1 Facility (North Las Vegas)	Passenger and Baggage (PaxBag) Technology Assessment	International PaxBag Pilot Program
Rail Test Center	Straddle Carrier Background Suppression Data Collect	On-Dock Rail program
	Straddle Carrier Portal Performance Test	

	Rapiscan Test in Operational Environment	Joint Integrated Non-Intrusive Inspection Program
San Diego Harbor	Dolphin Test Campaign – Boat Mounted stand off detection in operational environment	West Coast Maritime Pilot
Maher Terminal - Port of New York/New Jersey	Field Assessment of Identifier Lanthanum Bromide (LaBr) system	Human Portable Radiation Detection Systems (HPRDS) Program
Pacific Northwest National Laboratory – 331 G Facility	Integration Testing – Raytheon ASP	ASP Development Program
	Integration Testing – Thermo ASP	
Pier A Los Angeles/Long Beach New York Container Terminal Laredo Port Huron	Field Validation – Raytheon ASP	
To be determine (TBD)	HPRDS Field Assessment	HPRDS
	SAIC Cargo Advanced Automated Radiography System (CAARS) Prototype Test	Joint Integrated Non-Intrusive Inspection Program

Question: How much funding is in the 2010 budget request for this activity?

ANSWER: A total of \$23,400,000 is requested. This includes \$4,000,000 for a directed test campaign and \$19,400,000 in testing support to other DNDO programs.

Question: For the joint analysis center, please provide a table and narrative detailing how much funding is being spent in 2009 and requested in 2010 for collaborative information systems and operations, and describe the status of the Joint Analysis Center Collaborative Information System.

ANSWER: Please see the following table.

	FY 2009	FY 2010
Collaborative Information System	\$4,800,000	\$5,100,000
Operations	\$4,300,000	\$4,000,000
TOTAL	\$9,100,000	\$9,100,000

In FY 2009, DNDO is continuing to operate a beta-test system, Certification and Accreditation, System Qualification Testing, Operational Testing and will achieve operating capability of the Joint Analysis Center Collaborative Information System (JACCIS). Initial capability will include:

- A comprehensive accessible database on all deployed global nuclear detection architecture systems and detection event data
- Real-time data links to several existing federal, state and local networked detection systems
- Communications and situational awareness links to federal operations and intelligence centers (a total of 48 data systems and 15 communications links)
- Rapid and interactive links to technical reachback via an automated communication and data sharing system, linking emergency responders to regional and national-level technical experts
- Real-time automated radiation source license data verification and source tracking information

Achieving operational capability will enable a single sign-on capability for all Joint Analysis Center (JAC) stakeholders and customer base, with full access to the extensive databases, knowledge base, event history and analysis information. This is expected to begin a dramatic increase in utility by the customer base with continued increase in reachback requests, request for information, technical assistance and spectrographic analysis support.

FY 2010 will begin the Operations and Maintenance phase of the first Spiral. A back-up system will be established to ensure operational capability. Additional required functionality and capabilities will be defined and development of the second spiral will be initiated.

The JAC will maintain its 24/7 capability for coordination of information and technical support to the global nuclear detection architecture, while coordinating with federal, state and local agencies, as they increase their radiological and nuclear detection capabilities, establishing and implementing specific protocols and standard operating procedures for alarm adjudication/resolution, in concert with complementary federal, state and local procedures. The JAC will increase its data management role in collecting and maintaining information concerning deployed detection assets and the alarms resulting from those detectors. This enables further architecture studies, as well as analysis of detector responses in operational environments.

The Joint Analysis Center Collaborative Information System (JACCIS) is currently completing Certification and Accreditation for Initial Operating Capability (IOC) and Systems Qualification Testing (SQT) at SPAWAR, Charleston. IOC is currently scheduled for May 31, 2009. Achieving IOC will enable a single sign-on capability for all JAC stakeholders and customer base, with full access to the extensive databases, knowledge base, event history and analysis information. This is expected to begin a dramatic increase in utility by the customer base with continued increase in reachback requests, request for information, technical assistance and spectrographic analysis support. Operational testing and acceptance will continue using the SPAWAR platform. The migration of the operational platform from SPAWAR to a DHS Data Center is scheduled for fourth quarter FY 2009. Final Operating Capability (FOC) is scheduled for end of fourth quarter FY 2009. FY 2010 will begin the Operations and Maintenance phase of the first Spiral, migration to the second DHS Data Center to ensure redundancy and survivability, and the identification of additional required capabilities and initiation of the next spiral/planned product improvement phase.

Question: For training and exercises, please provide a table and narrative detailing how much was spent in 2008 and is estimated or requested to be spent in 2009-10 for training development and exercises.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Training	\$4,400,000	\$4,480,000	\$4,480,000
Exercises	\$1,100,000	\$1,120,000	\$1,120,000
TOTAL	\$5,500,000	\$5,600,000	\$5,600,000

Training:

- FY 2008: Developed and piloted the Advanced Radiation Detection (ARD) course and developed maritime small craft Preventive Radiological and Nuclear Detection (PRND) training curriculum. In collaboration with the Federal Emergency Management Agency (FEMA) National Preparedness Directorate (NPD), assisted in the development of PRND course curriculum and training products.
- FY 2009: Develop and pilot the Advanced PRND Operations Course (APOC) and provide training assistance to the Florida PRND Enterprise, the Securing the Cities (STC) program and the San Diego

West Coast Maritime P (WCMP) pilot. Develop a pathway-specific training module for the Puget Sound WCMP.

- FY 2010: Develop a complete set of DVD-ROM and web-based instructional tools for Personal Radiation Detectors. Integrate and pilot PRND training curriculum into three federal, state and local law enforcement and/or fire training academies.

Exercises:

- FY 2008: Developed a Full-Scale Exercise for the Southeast Transportation Corridor Pilot and provided exercise support to the STC initiative.
- FY 2009: Plan for the National Level Exercise (Top Officials, or TOPOFF) and participate in two Principal Level Exercises. Represent DNDO in design and execution of the DOS-led Global Initiative to Combat Nuclear Terrorism.
- FY 2010: Participate in TOPOFF and provide guidance and oversight for discussion-based exercise activities supporting the WCMP. Conduct workshops, table top exercises, drills and Full Scale Exercises in support of DNDO regional pilot projects and programs.

DNDO Systems Acquisition

Question: For systems acquisition funding, please provide a table and narrative showing how you spent the fiscal year 2008 appropriation and how you plan to allocate the fiscal year 2009 appropriation and 2010 budget request. Please include how many PVTs and ASPs you plan to acquire, and the cost to deploy each type of monitor. Please also include how much you will spend on: functionality improvements; retrofitting original ASPs; updating ASPs; crystal procurements; or other projects.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
PVT systems (average cost of \$100,000 for procurement and \$300,000-\$400,000 for installation)			
Funding	\$50,000,000	\$55,000,000	---
Number of systems	142	157	---
ASP systems (average cost of \$400,000 for procurement and \$300,000-\$400,000 for installation)			
Funding	\$40,000,000	\$65,000,000	---
Number of systems	20*	50*	---
TOTAL FUNDING	\$90,000,000	\$110,000,000	---

*Planned purchases

Notes: The scarcity of Helium-3, an important recently identified issue affecting the production schedules of many neutron detection systems, may cause the number of PVTs procured and deployed with FY 2009 appropriations to change. If this occurs, the FY 2009 appropriations will be spent over a longer period of time than planned, gated by the availability of Helium-3.

The FY 2010 President's Budget Request does not include new Systems Acquisition funding given the account's high level of unobligated balances and continued delays in ASP Secretarial certification. As such, DNDO will draw down unspent balances in FY 2010 to procure radiation detection equipment. The dollar figures in the previous table include Integration and Operational testing of ASP systems.

DNDO does not currently have plans to retrofit the original ASPs. The plan is to deploy the original ASP systems as soon as Secretarial Certification is received. As improvements are made to the future systems, DNDO will determine if the previously deployed systems should be upgraded.

Crystal procurements of \$57,000 were executed with FY 2008 funds.

Question: DNDO, with CBP and S&T, established an independent Operational Test and Evaluation (OT&E) team to address concerns about bias or conflicts of interest in the evaluation process. How is OT&E integrated into testing and contributing to a more rigorous and objective analysis?

ANSWER: Operational testing evaluates the technical and functional performance of the system in an operational environment. The application of the system's capabilities under a typical operator's control eliminates the bias or controls designed into developmental testing to collect measures on individual or specific requirements. The integration of Independent Operational Test and Evaluation completes the evolution in the evaluation of a system's performance and provides for a fair and factual analysis of results outside of the developer who may intentionally or unintentionally guide the results to a predetermined outcome.

Question: What is the status of development of the Intermodal Rail Radiation Detection Test Center required by the SAFE Port Act?

ANSWER: The Rail Test Center (RTC) was announced on May 11, 2007, at the Port of Tacoma as a partnership between DNDO, Customs and Border Protection (CBP), the U.S. Coast Guard (USCG), the International Longshore and Warehouse Union (ILWU) and the Port of Tacoma. The RTC provides an opportunity for DNDO and its partners to assess both technical performance and operational impact of new scanning technologies and concepts of operations (CONOPS).

The initial mission of the RTC is to develop and test a solution for rad/nuc scanning of import containers that leave the port directly by rail, also called "on-dock rail." By working with all the stakeholders at the Port of Tacoma, DNDO has developed a design for a straddle carrier portal to scan containers for radiation as they are carried to the train by straddle carriers. A Straddle Portal Prototype will be constructed and tested at RTC in early FY 2010.

The RTC facilities are mobile and relocatable. This allows DNDO to conduct tests at any of the terminals on the Port of Tacoma and to move between terminals to match ship call schedules. The data collection computers and support equipment are housed in a Mobile Command Center (MCC). The MCC also provides wireless networking and satellite communication in support of testing events.

RTC Accomplishments to date include:

- Collecting baseline time and motion study data on the current state of operations to determine the operational impact of any new radiation detection systems tested at RTC. Several types of new radiation detection CONOPS have been mocked up at RTC to determine their impact to container flow or velocity during actual operations.
- The effectiveness of mobile radiation portal monitors (mRPMs) was tested at the Husky terminal in January 2008. CBP is now scanning all the inbound on-dock rail cargo at the Husky terminal with this method.
- In partnership with CBP, two different spreader bar mounted radiation detection systems were tested in June and July 2008.
- Data collection campaign at RTC using straddle carriers and containers to support modeling and simulation of the Straddle Portal Prototype.

Future tests planned for the RTC include:

- Straddle Carrier Portal Performance Test;
- Rapiscan Test in Operational Environment;
- next-generation mobile spectroscopic radiation detection systems;
- state-of-the-art relocatable high-energy radiographic systems; and
- Operational data collection with Human Portable Radiation Detection System (HPRDS) prototypes.

The RTC is expected to remain as a unique test facility for DNDO. As new transformational research and development projects provide prototypes, these systems and techniques can be tested and evaluated in the operational environment provided by RTC.

Question: What is the status of development of the Global Nuclear Detection Architecture? How much has DNDO spent on the project and does it plan to spend in fiscal years 2009-2010?

ANSWER: The Global Nuclear Detection Architecture encompasses efforts from the U.S. Government, other nations, state, local, and tribal governments and private enterprise. As with any such effort, some areas are mature and others are emerging. In general, efforts to protect radiological and nuclear material and weapons at their source are mature and improving. Efforts to detect the movement of material at official POEs or ports of debarkation are developed and in various stages of implementation. For example, U.S. POEs screen 100 percent of cargo at the southern border, 96 percent at the northern border, and 98 percent at seaports. Scanning at ports of debarkation covers a smaller percentage, and scanning at foreign borders is, in many cases, nonexistent. Efforts to detect material via unauthorized pathways (e.g., general aviation, small maritime, between ports of entry at land borders) are developmental and, in some cases, in the proof-of-concept stage.

DNDO is focused on projects that develop the Global Nuclear Detection Architecture (GNDA) and, as such, its entire budget is dedicated to GNDA development. Within that budget, DNDO spends approximately \$12,000,000 per year on studies and analyses that inform the development of the GNDA.

Securing the Cities

Question: Please provide the Committee with a status report on the Securing the Cities initiative, including FY 2008 spending, and planned spending for fiscal years 2009-10.

ANSWER: The objective of the Securing the Cities (STC) program is to plan and implement the coordinated and integrated detection and interdiction of illicit radiological/nuclear (rad/nuc) materials that may be used as a weapon with a major metropolitan area. The initial STC 3-year pilot project is being conducted in the New York City region and will end in FY 2009. FY 2008 accomplishments include two maritime drills in chokepoints along the Hudson River, New York Harbor and New Jersey approaches to New York City (NYC), 16 mobile detection and reachback operational workshops within the region, regionally coordinated PRND operations for New Year's Eve and the training of over 2,500 personnel in the PRND mission. In addition, a Cooperative Agreement for over \$29 million was awarded to the New York City region to implement the initiative.

Although the 3-year pilot project ends in FY 2009, DNDO will continue with prior-year funds to conduct an assessment of the pilot in FY 2010.

Appropriated funds are as follows:

	FY 2008	FY 2009
Research, Development, and Operations	\$10,000,000	\$10,000,000
Systems Acquisition	\$30,000,000	\$20,000,000
TOTAL	\$40,000,000	\$30,000,000

Question: For research, development, and operations, please provide a table showing how much you spent on Securing the Cities in fiscal year 2008 and estimate or request to be spent in fiscal years 2009-10 for architecture analysis, exercises, independent assessments, mobile systems, drills, and fixed systems. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Please see the following table.

	FY 2008	FY 2009	FY 2010
Architecture Analysis	\$400,000	\$1,000,000	---
Exercises & Training	\$400,000	\$2,750,000	---
Assessments	---	---	---
Mobile Systems	\$700,000	---	---
Drills	---	\$250,000	---
Fixed Systems	\$7,750,000	\$6,000,000	---
Source Hardening	\$500,000	---	---
Equipment Connectivity	\$250,000	---	---
TOTAL	\$10,000,000	\$10,000,000	---

Note: DNDO will fund STC Assessments in FY 2009 through Red Teaming and Net Assessments.

Utilizing FY 2009 funding, FY 2009 and FY 2010 developmental efforts and key milestones include:

- Analyze risks associated with the fixed-site project.
- Study potential STC candidate cities for future initiatives.
- Conduct research, development, test and evaluation of the fixed-site concept.
- Conduct a Homeland Security Exercise and Evaluation Program (HSEEP)-compliant full-scale exercise.

These milestones are currently under review for feasibility given other pressing priorities within DNDO.

Question: For systems acquisition, please provide a table showing how much funding you spent on Securing the Cities in fiscal year 2008 and estimate or request to be funded in fiscal years 2009-10 for cross-cutting issues, on exercises, equipment, procurement, and deployment. As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

ANSWER: Acquisition funding for STC is distributed through a cooperative agreement, solicited through a Funding Opportunity Announcement (FOA). The mix of equipment, training, exercises and other areas is a part of the requested application package. DNDO has posted the 2009 FOA on grants.gov and is currently awaiting applications. Upon a favorable review, DNDO will negotiate the award. DNDO estimates a June 2009 award. At that time, DNDO will be able to clarify the 2009 division between exercises, equipment, training and other areas.

As part of the FOA, the applicant may request a mixture of direct financial assistance and non-monetary assistance for equipment. If direct financial assistance is requested, the applicant will negotiate and award

contracts with vendors with funding provided by DNDO. If non-monetary assistance is requested, DNDO will procure systems from government contracts and provide them to the applicant.

	FY 2008	FY 2009	FY 2010
Equipment	\$22,500,000	\$12,000,000	---
Training	\$7,500,000	\$5,000,000	---
Exercises	---	\$3,000,000	---
TOTAL	\$30,000,000	\$20,000,000	---

Note: The FY 2009 funding breakout is notional. The FY 2009 STC Systems Acquisition funds will be awarded via a cooperative agreement to the New York City region, and the applicant will provide DNDO with their proposed breakout.

As part of this response, provide a brief description of the development efforts and key milestones anticipated in 2009 and 2010.

Below are the development efforts and key milestones anticipated for systems acquisition for 2009 and 2010:

- Release of 2009 Funding Opportunity Announcement (released April 2009)
- Award of 2009 Cooperative Agreement
- Distribute equipment purchased with FY 2008 funds
- Complete region-wide Training Assessment and train personnel on procured equipment
- Regional Full-Scale Exercise
- Assessment completion

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE HAROLD ROGERS

Jayson Ahern, Acting Commissioner,
U.S. Customs and Border Protection
Cargo and Container Security: Keeping a Lid on Threats

Rail Containers

Question: Please provide a detailed explain of the concept of operations for the inspection of outbound rail containers including the type of screening performed, how containers are referred to secondary inspection sites, and relevant data on contraband uncovered since the onset of outbound rail inspections in March 2009.

ANSWER: Outbound Rail:

The Office of Field Operations (OFO) has deployed NII systems at all eight rail crossings on the southwest border between the United States and Mexico. These systems allow OFO to conduct NII inspections on 100 percent of rail cars entering the United States from Mexico.

- On March 12, 2009, all Southwest Border Field Offices began scanning 100 percent of outbound rail cars heading into Mexico, utilizing the existing rail (NII) technology.
- Each Field Office has established protocols with Mexican Customs and/or appropriate Mexican authorities for referring suspect rail cars. Because of the proximity of rail imaging systems to the border crossings, suspect cars can actually make entry into Mexico prior to CBP's completion of the image analysis.
- NII images of the suspect rail cars will be shared with the Mexican authorities, upon request.
- As of April 27, 2009, over 930 trains (over 65,000 rail cars) have been inspected using NII technology, and no violations have been discovered.

Container Security Device

Question: Please provide a detailed status report of CBP's progress in developing, testing, and deploying a viable container security device (CSD).

ANSWER: In February 2008, 10 vendors submitted proposals in response to the Request for Information (RFI) issued by CBP on December 12, 2007. A technical review team, consisting of the CBP Office of Field Operations (OFO) and Laboratory and Scientific Services (LSS) personnel, as well as technical experts from DHS S&T Directorate and The Johns Hopkins University (JHU) Applied Physical Laboratory (APL), reviewed each submission against the specified criteria. Of the 10 vendors that submitted Conveyance Security Devices (CSDs), three were identified as having the potential to progress to the laboratory testing phase. Only General Electric (GE) was able to provide the devices and readers within the 90-day timeframe, despite the fact that CBP's RFI called for COTS equipment.

The first round of laboratory testing and evaluation of the GE CSD system started at the JHU APL during the week of June 9, 2008, and concluded the last week of August. The initial round of laboratory evaluations included limited physical, basic functionality and vulnerability assessments. Initial laboratory testing of the GE

CSD System identified minimum requirements that had not been met, such as compatibility of vendor to government information systems, security concerns, faulty command functions and cumbersome user features.

Despite these known limitations, CBP decided to continue testing the GE system as it was the most promising COTS CSD system. GE was notified by CBP of the decision to move forward with field testing of their device in two select high-risk trade lanes. Operational testing in the first scenario, scheduled to begin in January 2009, would focus on cargo transiting from a Customs Trade Partnership Against Terrorism (C-TPAT) company in Mexico into the United States. The second scenario envisioned applying CSDs to the containers after they had undergone radiation scanning at the Secure Freight Initiative (SFI) facilities of Qasim, Pakistan.

Prior to finalization of a concept of operations for the second scenario, GE informed CBP that it would no longer participate in any further testing and that internal GE support and funding for the Commerce Guard CSD Project had been terminated. As a result, there are currently no COTS CSD systems in the market which meet CBP's requirements.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE CIRO RODRIGUEZ

**Jayson Ahern, Acting Commissioner,
U.S. Customs and Border Protection**
Cargo and Container Security: Keeping a Lid on Threats

C-TPAT

Question: As you know, I represent a district on the border. I have 785 miles of border with Mexico. There are 7 land ports of entry within my district. Trade and the flow of commerce is the livelihood of border communities. I have a few questions related to the C-TPAT program.

The participants of this program are trusted travelers and adhere to the strictest security guidelines to ensure their participation. If a trucking company is hauling a trailer from a maquiladora and drugs are discovered in the trailer, the driver AND the trucking company's participation in this program is suspended, severely affecting their business. Some companies in northern Mexico will not work with a trucking company if they are not member of C-TPAT.

It is my understanding that after investigations are completed an overwhelming majority of these cases find that neither the truck drivers nor the trucking companies are held liable in this kind of incident. (98% according to CBP) Usually, investigations find it was the maquiladora that loaded a trailer with dope. Currently, CBP suspends the C-TPAT privilege and they take many months, in some cases more than more than a year, to restore the benefit to the company even though they were not at fault.

Would you consider a change in policy that allows these drivers and trucking companies that are cleared 98% of the time to remain in the C-TPAT program until the investigation concludes and finds that they were involved?

ANSWER: CBP does not consider a change in policy warranted. When a security breach occurs, it is prudent that CBP suspend the participant's benefits while a Post Incident Analysis (PIA) takes place to identify where the compromise in the supply chain occurred but nonetheless the participant remains in the program. Suspended highway carriers are not entitled to use the designated Free and Secure Trade (FAST) lanes but are able to make cross border movements. C-TPAT has reduced the amount of time that it takes to conduct a PIA from 30 days to 15 days and quickly moves to work with the companies involved to develop a corrective action plan and reinstate status and benefits where warranted. C-TPAT analyzed PIA's conducted over the last 4 years and identified that 35 percent of the companies involved in the security breach were Mexican highway carriers and that the suspected location of compromise was either in transit or at the truck yard in 53 percent of the cases.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE KEN CALVERT

**Jayson Ahern, Acting Commissioner,
U.S. Customs and Border Protection
Charles Gallaway, Acting Director,
Domestic Nuclear Detection Office
Thomas Winkowski, Assistant Commissioner,
Office of Field Operations, U.S. Customs and Border Protection
Cargo and Container Security: Keeping a Lid on Threats**

Cargo Security Measures

Question: Mr. Ahern: Of the various cargo security measures addressed in your testimony, which of them does CBP plan to expand or increase percentages of cargo that will be subject to that security measure? In what ways will they be expanded, and what is your estimate of cargo percentage increases?

ANSWER: All international and in-transit cargo entering the United States is subject to CBP's multi-layered cargo security strategy. For every shipment coming to the United States—via sea, land, or air—CBP receives advanced data, which allows CBP to perform a risk assessment. Every shipment deemed high-risk is examined using non-intrusive inspection technology and undergoes scanning for radiological threats. CBP does not set an arbitrary percentage of cargo to be examined, but rather relies on its comprehensive risk assessment process to identify all high-risk shipments; and those high risk shipments, regardless of the percentage, are examined.

CBP does not set an arbitrary percentage of cargo to be examined, but rather relies on its comprehensive risk assessment process to identify all high risk shipments, and those high risk shipments, regardless of the percentage, are examined.

To enhance the risk assessment process of maritime containerized cargo, CBP has published an interim final rule on the "Importer Security Filing," commonly known as 10+2. Through this initiative, CBP will be able to gain greater visibility into international supply chains earlier in the import process. This additional information, which identified entities and locations involved with the shipment, will make CBP's risk assessment process more robust. Full enforcement of this rule is set to begin in January 2010.

CBP does not set an arbitrary percentage of cargo to be examined, but rather relies on its comprehensive risk assessment process to identify all high-risk shipments, and those high-risk shipments, regardless of the percentage, are examined.

2012 Deadline for 100% Cargo Scanning

Question: Mr. Ahern: What is CBP's approach toward implementation of this regulation? Is CBP developing plans for deployment of additional personnel and technology to overseas ports that ship cargo to the U.S.?

ANSWER: DHS will deploy overseas scanning systems to a limited number of strategic locations where additional scan data will strengthen CBP high-risk targeting of maritime containerized cargo.

In addition, DHS will 1) fund the majority of the costs associated with these deployments; 2) use an extension and/or amendment to the 9/11 Act where required; and 3) implement within existing resources allocations. For International Cargo Screening, DHS FY 2009 enacted budget is \$149 million and for FY 2010 is \$165 million. International Cargo Screening includes a range of programs, including the Container Security Initiative and would not be dedicated exclusively to expanding the SFI to other locations.

CBP has identified locations of strategic importance for the initial deployment of SFI operations as options for possible deployment of SFI scanning operations. These locations were identified through a collaborative analysis between CBP, DOD, DOE, and DOS. CBP used a risk matrix, jointly developed by DOE and CBP, which fuses DOE Megaports Initiative with CBP's data analysis. The risk-based matrix incorporated data that assessed risk-based on transnational terrorism threats, the countries' commitments to securing nuclear material, political violence, high-risk shipment volume and additional social and political filters such as crime, port security and tolerance for corruption.

The options for a strategic direction of SFI operations developed by CBP prioritizes future deployments in a manner that maximizes security benefits and satisfies the intent of the legislative requirements of the 9/11 Act. These options focus deployments of SFI operations in strategic locations through which potentially high-risk containerized U.S.-bound cargo transits or originates, and will provide additional data to CBP officers for assessing the risk of those containers laden at an SFI port. This strategic approach is consistent with DHS's risk-based and layered approach to securing maritime containerized cargo.

Question: Mr. Ahern: Does CBP see a role for either the terminal operators, or a third party private company, to perform any of the cargo scanning functions at overseas cargo terminals?

ANSWER: CBP has developed options for a risk-based approach for deploying scanning operations to locations of strategic importance that will enhance CBP's risk targeting capabilities. CBP has met with several of the major international marine terminal operators to discuss SFI's 100-percent scanning program and their potential role in supporting the program. Of those terminal operators, four of the largest international marine terminal operators have expressed their willingness to partner with the U.S. government towards strengthening container security through the SFI program at their ports.

As DHS defines the strategic direction for SFI's 100-percent scanning program, CBP will continue to meet with many of the largest international marine terminal operators to discuss possible roles and responsibilities.

Mr. Ahern: There have been reports that some foreign governments will request reciprocity from the US for the screening of outbound containers.

Question: Mr. Ahern: There have been reports that some foreign governments will request reciprocity from the US for the screening of outbound containers. What will be CBP's position regarding such reciprocity and has there been any planning done in anticipation of such requests.

ANSWER: To date, no foreign government has formally requested that U.S. outbound containers be scanned in the U.S. prior to lading on a vessel to their countries. However, several foreign governments (including the European Union) have indicated that they would explore similar regulations that would require the screening of U.S. outbound containers to their respective countries if the United States implements and enforces the

legislative requirements of the 9/11 Act, which require all U.S.-bound maritime containerized cargo be scanned by NII and radiation detection equipment at the foreign port prior to lading.

No planning has been done in anticipation that a foreign government will request the scanning of U.S. outbound containerized cargo prior to lading on a vessel.

Equipment Integration at Ports

Question: Mr. Ahern/ Mr. Gallaway: How do CBP and the Domestic Nuclear Detection Office work with ports to encourage more upfront coordination to ensure their scanning equipment works well in a port environment? What I've heard is that DHS does a lot of testing of various scanning equipment but doesn't involve the Ports until the end of the testing and then mandates the use of equipment. I think our nation's Ports would welcome more upfront coordination with DHS regarding equipment integration. Can you please address this?

ANSWER: CBP's Office of Field Operations, Cargo and Conveyance Security and Office of Information and Technology, Laboratories and Scientific Services continue to work in coordination with DNDO to develop standards and technical specifications for the procurement of scanning equipment. As scanning equipment is selected for acquisition, CBP works with the selected vendor to test, train and deploy the equipment to a port in an effective manner to operate in the sea-cargo environment without hindering the flow of container traffic or port efficiencies.

The procurement for all these systems is developed in a highly structured manner that complies with the FAR Act regulations. A Request for Proposal (RFP) is developed using specifications that are developed by the Office of Field Operations, Office of Information and Technology and with the local CBP authorities. In developing the specifications for the systems and for contractors to bid against, CBP carefully analyzes the needs of the local ports, which include the type of cargo that comes through the port, the ability of that port to support the infrastructure necessary for the particular equipment being considered and the traffic flow through the port. Local CBP personnel as a matter of procedure are always interfacing with port operators on all different matters and on integrating equipment into the workflow of the port, and the needs of the terminal operators are always considered.

Mitigation of Credible Threats

Question: Mr. Ahern/ Mr. Gallaway: Can you review how your offices work with our nation's Ports to address mitigation issues if there were a credible threat? I hear the Department spends a great amount of time on detection, which is appreciated, but I think it is important to have plans in place with the Ports on the best way to handle suspect shipments.

ANSWER: Within the maritime ports of entry, should a credible threat be known, CBP works closely with the U.S. Coast Guard and local port authorities to resolve the threat, whether offshore or upon arrival and discharge. As each situation would be different and unique in some regards, CBP will respond to address the security threat, while maintaining commerce through the ports to the extent possible and practical. Communication and coordination with sister DHS agencies, other federal agencies and local law enforcement authorities is critical to effectively addressing any credible threats.

CBP is also a participant in emergency response exercises led by DHS, and/or local authorities.

Inspections of Other Cargo Modes

Question: Mr. Ahern: There has been a lot of effort on inspections of containers; what progress has been made on inspections of other cargo modes (things like break bulk, roll on – roll off for vehicles)?

ANSWER: CBP employs differing inspection techniques and technologies to resolve any concerns with cargo, whether containerized maritime cargo or bulk, break bulk, roll on–roll off vehicles, etc. Such technology includes large scale non-intrusive inspection systems and small scale X-ray systems, down to hand held items, such a radiological isotope identification devices, busters, probes and scopes. Canine detection assets are also available as an additional resource available to frontline officers. CBP can examine all types of cargo, either physically, or through the use of non-intrusive inspection technologies.

WEDNESDAY, APRIL 22, 2009.

U.S. COAST GUARD: MEASURING MISSION NEEDS

WITNESSES

ADMIRAL THAD W. ALLEN, COMMANDANT, U.S. COAST GUARD

JOHN P. HUTTON, DIRECTOR, ACQUISITION AND SOURCING MANAGEMENT, GOVERNMENT ACCOUNTABILITY OFFICE

OPENING STATEMENT OF CHAIRMAN PRICE

Mr. PRICE. The Subcommittee will come to order. Good morning, everyone. Today we are pleased to welcome the Commandant of the Coast Guard, Admiral Thad Allen, and Mr. John Hutton, the Director of Acquisition and Sourcing Management at the Government Accountability Office.

I want to express this Subcommittee's and indeed the nation's appreciation for the fine work, Admiral, that you and the men and women of the Coast Guard do across the country and around the world. We feel strongly that those who serve deserve the right to do the job that we have asked them to do, so it is essential that we have a clear picture of what the Coast Guard's mission requirements are now and in the future and how the taxpayer's investments are being spent to address those requirements.

While we continue to see improvements in the Coast Guard's management of its resources, the Subcommittee remains concerned about the impact of the transition away from the Deepwater contracting structure on current acquisitions and whether the Coast Guard's present successes are sustainable long-term.

Today we expect the Commandant to address concerns about the Coast Guard's current and future needs and how these are going to be met through ongoing procurements. We would like Mr. Hutton to address how he views the viability of the Coast Guard's key acquisitions based on a number of ongoing reviews that GAO is conducting.

Over the past two years, Congress has provided more funding for the Coast Guard than requested by the Administration. For example, in the 2009 Consolidated Appropriations Act, Congress provided \$289.7 million more than the President requested in discretionary funds and \$787 million more than in 2008.

Most of these additional resources were directed toward the Coast Guard's acquisition and construction account, including a significant boost for personnel and \$97.6 million for the Coast Guard's new headquarters. Furthermore, in the recently enacted American Recovery and Reinvestment Act, we provided \$240 million for the Coast Guard to meet urgent vessel and facility needs, as well as to make accelerated bridge investments to reduce hazards to navigation.

We have not seen a detailed 2010 budget request yet from the Administration. So far, the only information we have on the Coast Guard's 2010 budget is the indication from February's broad budget outline that the Administration plans to terminate the LORAN-C program.

I am curious as to why this particular item, with a savings estimated at \$36 million, and I might add some serious questions that need to be raised about the merits of the proposal; why that rose above all other elements of the Coast Guard's budget for highlighting in the eyes of OMB given its small size relative to the other elements of the Coast Guard's acquisition program.

However, the lack of a detailed budget request does not mean that we have a shortage of issues to discuss today. Before we see the budget, it makes sense for us to understand just where the Coast Guard's acquisition and management plan is taking us. The questions I believe are straightforward: have we identified the Coast Guard's requirements for success today and have we planned properly so that the Coast Guard is on track for success in the coming years?

We look forward today to hearing from both of you beginning with the Commandant and followed by Mr. Hutton. Gentlemen, as is our usual practice, your full written statements will be entered in the record, and we will ask you to limit your oral remarks to five minute presentations.

Before we begin, let me recognize our distinguished Ranking Member, Mr. Rogers, for his comments.

[The information follows:]



COMMITTEE ON APPROPRIATIONS

David Price (D-NC), Chairman, Subcommittee on Homeland Security

FOR RELEASE UPON DELIVERY
Wednesday, April 22, 2009
202-225-1784

Media Contact: Phil Feagan

OPENING STATEMENT OF CHAIRMAN DAVID PRICE *Coast Guard: Measuring Mission Needs* *April 22, 2009 / 10:00 am*

Today, we are pleased to welcome the Commandant of the Coast Guard, Admiral Thad Allen, and Mr. John Hutton, the Director of Acquisition and Sourcing Management at the Government Accountability Office. I want to express this Subcommittee's, and indeed the nation's, appreciation for the fine work you and the men and women of the Coast Guard have done across the country and around the world. Those who serve deserve the right tools to accomplish what we are asking them to do. So it is essential that we have a clear picture of what the Coast Guard's mission requirements are now and in the future, and how the taxpayers' investments are being spent to address those requirements.

While we continue to see improvement in the Coast Guard's management of its resources, the Subcommittee remains concerned about the impact of the transition away from the Deepwater contracting structure on current acquisitions, and whether the Coast Guard's present successes are sustainable in the long term. Today, I expect the Commandant to address concerns about Coast Guard's current and future needs and how those will be met through ongoing procurements. I would like Mr. Hutton to address how he views the viability of the Coast Guard's key acquisitions based on a number of ongoing reviews GAO is conducting.

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###

OPENING STATEMENT OF RANKING MEMBER ROGERS

Mr. ROGERS. Thank you, Mr. Chairman, and welcome, gentlemen, to the hearing.

From the days of the Revenue Cutter Service to the Higgins boats at Normandy, riverboats in Vietnam, patrol boats in the Persian Gulf, the Coast Guard has consistently proven to be a truly unique instrument of national security, and from the rocky shoals of Valdez, Alaska, to heroic rescues during Hurricane Katrina to surpassing the milestone of one million lives saved in 2008, the Coast Guard has also proven it is our nation's premier response agency.

Today, new and increasingly complex challenges such as sophisticated smuggling vessels, counterterrorism operations, expanding needs in the polar regions and modern piracy are once again putting the Coast Guard to the test. To meet these challenges, the Coast Guard has banked on the promise of the Deepwater Program.

This acquisition effort was supposed to transform the Coast Guard fleet from a state of atrophy and antiquated technology to a modern, integrated system. Unfortunately, Deepwater has not only been slow to deliver the goods; it has also left a wake of turbulence within the Coast Guard's organization. Just now it seems we are starting to see some operational benefits from an investment in Deepwater that exceeds \$6.2 billion since 1998.

In this past year, the first National Security Cutter was finally delivered. In addition, the operation of improved communication systems with several of the new maritime patrol aircraft began to eat away at the gap in the Coast Guard's maritime surveillance needs.

Also in this past year the Coast Guard's reformed acquisition directorate has taken shape. Gone is the independent Deepwater directorate, gone is the distinction between deepwater and nondeepwater assets, and what has emerged is a more straightforward approach to the acquisition of surface, air, shore and technology assets and systems.

But while some new assets have been delivered, and it appears you have gotten your acquisition house in order, those daunting challenges, looming threats and unfilled needs persist. That is why no acquisition program has received more scrutiny by this subcommittee over the last few years than Deepwater.

We recognize the criticality of the Coast Guard's expanding mission requirements against the deterioration of its fleet's capabilities, and the widening gap between the two continues to be of great concern to this Member of the subcommittee.

That brings us to today and a hearing that was originally intended to examine how the 2010 budget request would move the Coast Guard forward, but since we have not yet received the budget request I can only hope that you have been permitted, gentlemen, to discuss substantive details on what it will take to satisfy your mission requirements. Far too much is at stake to waste time with anything less than a frank discussion of true operational needs and what it is going to take to meet those needs.

Now in the face of increasingly complex challenges with more needs than Congress can afford to fill, the Coast Guard must once again find a way to prove it can live up to its motto of being always ready.

Thank you, Mr. Chairman.

Mr. PRICE. Thank you. Admiral, please proceed.

OPENING STATEMENT OF ADMIRAL ALLEN

Admiral ALLEN. Good morning, Mr. Chairman, Representative Rogers and distinguished Members of the subcommittee. I am pleased to testify today on Coast Guard operations and our acquisition programs, and thank you, sir, for allowing me to submit my full written statement for the record.

[The information follows:]

OPENING STATEMENT

CONGRESSMAN
Hal Rogers



FIFTH DISTRICT • KENTUCKY

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Opening Statement
Committee on Appropriations
Subcommittee on Homeland Security

U.S. Coast Guard: Measuring Mission Needs

Witnesses:

Admiral Thad Allen, Commandant of the Coast Guard
Mr. John Hutton, GAO Director

10:00 AM | Wednesday | April 22, 2009 | 2359

Thank you, Mr. Chairman, and welcome to Admiral Allen and Mr. Hutton.

From the days of the Revenue Cutter service, to the Higgins boats at Normandy, to the river boats in Vietnam and patrol boats in the Persian Gulf, the Coast Guard has consistently proven to be a truly unique instrument of national security.

And, from the rocky shoals of Valdez, Alaska, to heroic rescues during Hurricane Katrina, to surpassing the milestone of one millionth life saved in 2008, the Coast Guard has also proven it is our Nation's premier response agency.

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- ⇒ Gone is the independent Deepwater directorate.
- ⇒ Gone is the distinction between "Deepwater" and "non-Deepwater assets".
- ⇒ And, what has emerged is a more straightforward approach to the acquisition of surface, air, shore, and technology assets and systems.

But, while some new assets have been delivered and it appears you've gotten your acquisition house in order, Admiral, those daunting challenges, looming threats, and unfulfilled needs persist.

That's why no acquisition program has received more scrutiny by this Subcommittee over the last few years than Deepwater. We've recognized the criticality of the Coast Guard's expanding mission requirements against the deterioration of its fleet's capabilities... and the widening gap between the two continues to be of great concern to this Subcommittee.

This brings us to today and a hearing that was originally intended to examine how the FY 2010 budget request would move the Coast Guard forward.

But, since we have not yet received the FY 2010 budget request, I can only hope you've been "permitted" to discuss substantive details on what it will take to satisfy your mission requirements.

Far too much is at stake to waste time with anything less than a frank discussion of true operational needs and what it's going to take to meet them.

Now, in the face of increasingly complex challenges, with more needs than Congress can afford to fill, the Coast Guard must once again find a way to prove it can live up to its motto of being "Always Ready".

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Thank you, Mr. Chairman.

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Admiral ALLEN. Three years ago when I became Commandant I issued a series of orders which were called Commandant Intent Action Orders. Those orders have virtually become the basis for a sweeping modernization of our service, anywhere from improved financial accounting to a broad-based maintenance system that applies to the entire service.

One of those orders directed the disestablishment of the Deepwater Program Executive Office and integration of Coast Guard acquisition activities into a single organization. From that direction, the first Coast Guard blueprint for acquisition reform was issued. It is now in its third version and continues to guide our way forward.

Two years ago, as that new organization was stood up, the Coast Guard was at another inflection point, as has been pointed out by both Mr. Rogers and the Chairman. The management of acquisition programs, the system of systems approach to Deepwater through lead systems integrator, had not produced the desired results and a new approach was needed.

Leveraging the concepts of the acquisition blueprint and our modernization plans, we made the decision to assume the role of lead systems integrator not only for Deepwater, but for the entire service. I am pleased to report today that we chose the right path. We are the lead systems integrator. Acquisition reform is taking hold, and we are continuing to implement best practices for bringing new assets and systems on line at the greatest value to the public.

In addition, sweeping changes are taking place in how we maintain and support our assets through new logistics and service centers. A side benefit to these changes has been a marked increase in personnel ownership of our organizational goals, and at every level we are seeing increased innovation.

Behind me is Rear Admiral Bloor, our Acquisition Chief supporting me at the hearing today. I want to quote an email that he sent me last night, Mr. Chairman.

"One of the several noticeable changes in our Coast Guard role as a lead systems integrator has been an infusion of innovation and efficiency. For example, a relatively simple equipment change on our aircraft, adding a new direction finder, has increased distress signal detection from an average of five to 10 miles to documented cases in excess of 150 miles, resulting in 47 more lives saved. I have directed that routine use of alternative analysis and business case analysis in all of our projects."

"In order to increase the strength on our bench, our contracting workforce, our officer workforce, I am introducing the Military Journeyman Program which will complement our three ongoing civilian leadership initiatives, ensuring key contracting officer positions remain filled in the future."

The changes being made in our acquisition organization and the entire service could not be more timely. We face tremendous fiscal challenges, as you pointed out. The maritime security regime for this country, while improved since 2001, requires much further maturation. As we have seen in the last year, transnational threats such as piracy and small boat attacks from sea are real.

I told the committee last year that the Coast Guard has never been more relevant. Today I will tell you we have never been in more greater demand. The confluence of globalization, expanding maritime trade, energy exploration, security demands at home and abroad have placed a premium on our unique capabilities and competencies.

The interdiction of pirates attempting to attack the motor vessel Puma in the Gulf of Aden last week was deterred and the pirates were interdicted by a joint boarding team of U.S. Navy and Coast Guard personnel. Going forward, we must ensure the Coast Guard has the resources, authorities and competencies in place to answer the call for our nation.

Dedication is not enough for our workforce to succeed. They are the most dedicated workforce in the world. They require safe, reliable and capable assets to fulfill the Coast Guard's multi-mission requirements.

Mr. Chairman, as you noted, I appreciate your strong support in the fiscal year 2009 appropriations. Rest assured, the funding is making a difference and we are moving smartly ahead to recapitalize the service. For example, our new Response Boat-Medium has made immediate impacts across our mission profile and continues to roll off the production line on schedule. In fact, it was one of the first assets on scene with the ditching of the aircraft in the Hudson River.

The first National Security Cutter Bertholf is receiving high praise for impressive capabilities during this period of operational test and evaluation, but, perhaps even more important, the Naval Surface Warfare Center Carderock Division deemed, and I quote, "The structural modifications to the hull girder of Hulls 3 through 8 are effective and produce fatigue lives of at least 30 years." I believe we have put this problem to rest, Mr. Chairman.

Validating the structural enhancements to the National Security Cutter represents a significant milestone in the project and will facilitate smooth construction processes for the remaining full hulls.

As I noted earlier, acquisition reform has made us better equipped to manage costs, schedules and performance. A prime example of this is the Fast Response Cutter, a project which serves as a benchmark for future acquisitions. We are turning the corner.

That said, much remains to be done as we transition Deepwater assets into the new acquisition process with revised acquisition baselines and complete the transfer of systems engineering and program management functions to the Coast Guard. The beneficiaries of our modernization efforts will be the American public who we serve, but our workforce will benefit as well.

Throughout modernization, we have asked a lot of our workforce and we expect a lot of them. The welfare of our workforce during modernization is my top priority because mission effectiveness depends on their contributions. We desire to retain all of our civilian employees and attract the workforce of the future.

I have embraced the goal of a geographically distributed workforce that we hope will provide stability for our civilian employees so they can continue to do the same superb jobs they have always done in an enhanced organizational structure that will improve mission execution.

I welcome the dialogue we have begun with the unions that represent many of our Coast Guard people and look forward to working together through the transition and into the future. I hope to continue forging with them a labor/ management relationship that is a model in the federal government.

Regarding our military personnel who man the boats, operate the aircraft and put to sea, we must continue to focus on the maintenance of our aging assets, even as we bring new ones on board, as both the Chairman and Mr. Rogers have noted. One of my great concerns is the condition of our large cutter fleet. We are experiencing increases in the cost of operating our major cutters as readiness declines.

As I said in my State of the Coast Guard speech recently, we are experts, unfortunately, at managing an aging fleet to meet mission requirements. However, time is a merciless thief that steals our readiness with each passing year.

During the past 12 months, we have spent over \$50 million on major unanticipated repairs to cutters and aircraft. Two of my High Endurance Cutters, the Dallas and the Gallatin, had such severe structural deterioration that they had to be removed from operations for emergency repairs. They are dry docked today in Charleston, South Carolina.

A recent engine room fire on Boutwell operating in the Persian Gulf damaged one of its engines beyond repair, requiring a costly major maintenance period in Bahrain and resulting in many lost cutter days in a region where piracy is a concern. These and other casualties have a direct impact on our readiness and our ability to execute the missions our nation is relying on.

Without question, we need to implement our recapitalization plans at best speed. New assets cannot come on line fast enough. Critical in this effort are stable requirements, stable costs and predictable funding. To that end, we are committed to working with the Congress and the Administration to establish multi-year cost schedule and performance milestones.

In closing, I am grateful for your commitment, Mr. Chairman, to help address these serious issues. While there will be challenges as we move forward, we have the right structure, institutions and strategic approach lining our way. If properly funded, I am confident we can deliver the assets and systems needed to meet the mission needs of the future.

Thank you for the opportunity to testify today. I look forward to your questions.

[The information follows:]

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DEPARTMENT OF HOMELAND SECURITY

U. S. COAST GUARD

STATEMENT OF

**ADMIRAL THAD W. ALLEN
COMMANDANT**

ON THE

COAST GUARD AND ACQUISITIONS

BEFORE THE

**COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON HOMELAND SECURITY**

U. S. HOUSE OF REPRESENTATIVES

22 APRIL 2009

INTRODUCTION

Good morning Mr. Chairman and distinguished members of the Committee. Thank you for the enduring support you have shown to the men and women of the United States Coast Guard. I am pleased to be here to discuss our Service and the status of our acquisition programs.

I open by sharing my professional views as Commandant on our strategic operating environment and the most immediate challenges facing the service. Despite the global economic downturn and ongoing persistent conflict, the State of the Coast Guard is strong. We have never been more relevant, and growth in maritime trade and commerce is leading to strong demand for services.

The strength of our Service relies squarely on the dedication and courage of our people. Over the past year, Coast Guard men and women – active duty, reserve, civilian and auxiliarists alike – continued a consistent trend of premier service to the public. They performed superbly in the heartland, the ports, at sea and around the globe to safeguard America's maritime interests. Our personnel worked closely with Department of Homeland Security (DHS) partners to respond to last summer's damaging floods in Missouri and North Dakota; conducted 680 domestic icebreaking operations to facilitate over \$2 billion in commerce; operated with other federal partners at sea to prevent nearly 400 thousand pounds of cocaine from reaching America's borders or streets; and continued to support Operations Iraqi and Enduring Freedom on the front lines. We also saved over four thousand lives.

Dedication alone is not enough for our workforce to succeed. They require safe, reliable, and capable assets to fulfill the Coast Guard's multi-mission requirements, and I appreciate your strong support in the Consolidated Security Disaster Assistance and Continuing Appropriations Act of 2009. Moreover, the American Recovery and Reinvestment Act of 2009 furthered this momentum by providing funding to address critical maintenance issues in my aging High Endurance Cutter fleet, offset a portion of my shore infrastructure backlog, and alter and improve bridges.

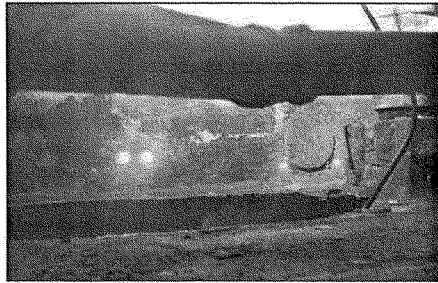
Challenges remain, but we are moving ahead smartly. Response Boats-Medium (RB-M), the replacement for our disparate collection of small boats, have made immediate impacts across our mission portfolio and continue to roll off the production line on schedule. Just two weeks ago, an RB-M in the Straits of Florida employed the platform's first use of warning shots and disabling fire to successfully halt a go-fast vessel carrying 28 undocumented migrants. Seven Maritime Patrol Aircraft (MPA) have been delivered and are already proving their operational value on the Gulf Coast. The first National Security Cutter, BERTHOLF, is receiving high praise for impressive capabilities during its period of operational test and evaluation.

Equally important is the way we are bringing these assets on-line. Efforts to consolidate the Coast Guard Acquisition Directorate, assume Lead System Integrator responsibilities, and implement the Blueprint for Acquisition Reform have left us better equipped to manage costs, schedules and performance. These business improvements have led to a number of high profile project successes. Consider the recent award of the Fast Response Cutter (FRC) Sentinel-class patrol boat. Initially planned as part of the Deepwater program, to be delivered through Integrated Coast Guard Systems (ICGS), we took this

project back within the Coast Guard to ensure full and open competition and responsible program management. We have followed our reformed acquisition processes, conducting a deliberative proposal review and award determination with integrated participation from technical authorities and the operational community. The FRC's proven parent-craft design will minimize cost and schedule risk and mitigate the patrol boat hour gap in the shortest time possible. Neither ICGS nor the Coast Guard's pre-modernized acquisition program could have accomplished this feat as efficiently or effectively, and I am confident we will build on this record of advances for future acquisitions programs as well.

While the consolidated acquisition directorate is critical, it represents just one piece of my plan to improve service delivery through the establishment of the Deputy Commandant for Mission Support. We are making progress in this regard as well. In the past year, we established the Aviation Logistics Center, Surface Forces Logistics Center and Asset Project Office, all of which markedly improve critical support services to operational assets Coast Guard-wide and are essential elements of my broader modernization effort. Indeed, successfully implementing my modernizations initiatives will lead to a more flexible and agile organization with a sharpened focus on sustained service delivery and enhanced mission execution.

Despite these advances, significant challenges remain. The Coast Guard is a capital intensive organization, and the cost of operating our major cutters is increasing while



their availability continues to decline. Two of my High Endurance Cutters, DALLAS and GALLATIN, had such severe structural deterioration that they had to be removed from operations for immediate repairs. Three weeks ago, an engine-room fire on BOUTWELL damaged one of its main gas turbine engines beyond repair, requiring an emergency maintenance period in Bahrain and resulting in more lost cutter days. Parts shortages have caused

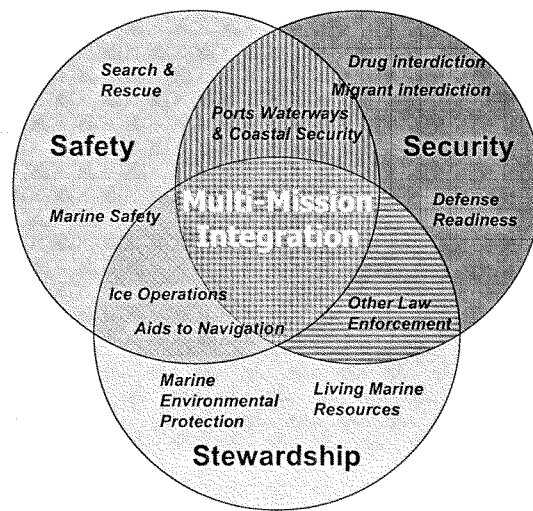
aircraft availability to dip below our 71 percent target. We are experts at getting the most out of our aging fleet, but to maintain readiness we will have to make difficult financial decisions and manage resources to buy down risk in the most critical areas.

Before discussing our current activities and the details of our acquisition program, I would like to explain how I view the roles and missions of the Coast Guard and our strategic direction.

ROLES AND MISSIONS

The U.S. Coast Guard is one of the five Armed Services of the United States and the only military organization within the Department of Homeland Security (DHS). Today, as in the past, the Coast Guard continues to leverage its multi-mission structure, guardian ethos and established partnerships to protect the American public and global marine transportation system.

Protecting America's Maritime Interests



Responsibilities

With more than 218 years of service to the Nation, the Coast Guard is a multi-mission, military, maritime organization that safeguards U.S. economic and security interests throughout the maritime environment. Unlike its sister services in the Department of Defense (DoD), the Coast Guard is also a law enforcement and regulatory agency with broad domestic authorities. The Coast Guard delivers broad solutions across the entire spectrum of authorities, capabilities, competencies, capacities, and partnerships (ACCCP). As a result, we bring value to the public by effectively executing 11 statutory missions through an adaptive and efficient operating model.

Service to the Public

Broad, Complementary Authorities and an Expansive Network of Partnerships

The Coast Guard's safety, security, and stewardship authorities are fully integrated, providing a suite of capabilities unrivaled in the public sector. Coast Guard Captains of the Port around the country leverage partnerships such as Area Maritime Security Committees, Harbor Safety Committees, and Area Committees to advance interagency objectives and coordination, and improve unity of effort. The Coast Guard also integrates within DHS and across the government by providing personnel to liaison with

other government organizations. These liaisons strengthen national networks, inform partners on DHS and Coast Guard responsibilities, and bring diversity of perspective to major interagency challenges. The Coast Guard also uniquely bridges international gaps among foreign Ministries of Defense, Interior, and/or Transportation to ensure the safety, security, and efficiency of the Global Marine Transportation System (MTS), and by extension, we support the health of U.S. economic interests.

A Bias for Action and Culture of Response

The Coast Guard embraces a culture of response and action, with all of its personnel trained to react to “All Threats, All Hazards.” In many cases, front-line operators are encouraged to take action appropriate to the risk scenario presented, without waiting for detailed direction from senior leadership. This model enables swift and effective response to a wide variety of situations. Coast Guard first responders follow National Response Framework protocols daily to respond to oil spills, terrorist threats, natural disasters, disruptions of commerce, and civil disturbances. Active-duty Coast Guard personnel are required to be trained in the National Incident Management System (NIMS). Further, Coast Guard response efforts are bolstered by strong partnerships at the port and regional level with state, local, and tribal agencies as well as non-governmental stakeholders. Pursuant to the SAFE Port Act, the Coast Guard leverages these partnerships to assist the Department in developing Interagency Operations Centers (IOC), a critical element of a DHS-wide solution for regional command and control.

Flexible, Adaptable Operational Capability and Presence

The Coast Guard provides agile, adaptable, and ready operational capabilities best suited to serve the Nation’s maritime interests. Throughout the U.S. maritime domain, the Coast Guard provides a recognized maritime presence in the performance of safety, security, and stewardship roles. It is also the only DHS organization that can operate assets for both law enforcement and military purposes within and beyond U.S. territorial limits. This presence, supported by a military command, control, and communications network, gives the Coast Guard both prevention and response capabilities for all threats. The Coast Guard can provide forces from the local level up to a national or international level of involvement, regardless of the contingency. In responding to domestic disasters and emergencies, the Coast Guard can also accept and integrate assistance from the Department of Defense (DoD) and other Federal agencies. Moreover, the Coast Guard can flow its unique capabilities and authorities to DoD for national security contingencies. As both a military service and law-enforcement agency, the Coast Guard “straddles the seam” separating the federal government’s homeland-security and homeland-defense missions.

Access, Expertise and Experience in the International Community

The Coast Guard has long fostered U.S. Government engagement in international maritime affairs. The Service’s military, law enforcement, and humanitarian functions are closely integrated. The Coast Guard’s structure, capabilities, and missions parallel many of the world’s navies and coast guards. The Service’s broad enforcement and regulatory authorities, coupled with its respected record for humanitarian service, affords access to maritime nations across the world. In August 2008, for example, a Coast Guard 378-foot High Endurance Cutter distributed aid supplies to the Republic of Georgia following the South Ossetia War. The Coast Guard maintains international partnerships that support all of its statutory missions—from North Atlantic Coast Guard Forum efforts to address fisheries management and enforcement, to 25 bilateral agreements that support

counter drug efforts, to the Commandant's role as the Head of the U.S. delegation to the United Nations' International Maritime Organization (IMO). These relationships allow the Coast Guard to forge international partnerships for the peaceful use of the maritime domain. These activities also buttress our Nation's standing on the global stage, enable America to collaborate closely with international maritime partners, and influence cooperative maritime solutions to global threats and challenges.

Member of the Intelligence Community

As a member of the Intelligence Community (IC) with intelligence and law enforcement authorities, the Coast Guard is uniquely positioned to provide accurate, timely, and fused maritime intelligence to our operational commanders and IC partners. The Coast Guard is DHS' primary support component of the Global Maritime Intelligence Integration (GMII) initiative, as outlined in the National Strategy for Maritime Security. The Coast Guard also maintains an established Counterintelligence Service and offers the only signals intelligence capability within DHS. This intelligence capability, combined with the situational awareness, facilitates continually-improving maritime domain awareness (MDA) in the service of our homeland security mission.

CHALLENGES

Demand for Services

The modern Marine Transportation System (MTS) remains the lifeblood of our national economy. It has been reported that over 90 percent of the world's trade is carried on the water. In the United States, the MTS carries 78 percent of all our international trade – including 66 percent of all crude oil consumed - and generates thousands of jobs.¹

To understand our future world of work, we must expand our view of the maritime domain. Water covers 70 percent of the earth's surface and will continue to be used innovatively to meet modern demands. Massive man-made islands are being constructed off of Dubai to increase living space. A Dutch company is building an island 20 miles off their coast and will use Ocean Thermal Energy Conversion technology to provide sustainable power for two-million homes.² Indeed the future is difficult to predict precisely, but these observations suggest increasing use of the world's vast maritime expanses.

As energy needs grow, production and processing solutions will be sought on sea as well as on land. On- and offshore Liquefied Natural Gas (LNG) terminals are expected to grow significantly over the next 10 years. Interest in undersea resources will continue in the Gulf of Mexico and the Arctic. Each of these activities use Coast Guard resources to maintain navigational safety, provide adequate security, and protect the environment.

Added to this are continuing specters of transnational terrorism, increased sophistication in human smuggling and drug trafficking, steadily declining fish stocks, and expeditionary demands to support persistent conflicts around the globe.

The multifaceted nature of the MTS reinforces the need for Coast Guard to effectively conduct inspections, facilitate safe and efficient vessel movements, and ensure security in

¹ National Strategy for the MTS: A Framework for Action, Committee on the MTS, July 2008.

² *Energy Island to Supply Green Power*, The London Times, 10 November 2008.

the increasingly complex port environment. Safety and security are intrinsically linked here, and we need our capabilities and competencies to keep up.

In the past three years, we have seen significant Cuban migrant flow and interdiction numbers in the Florida Straits. The Drug Trafficking Vessel Interdiction Act of 2008 (DTVIA) was a critical step in combating the use of self-propelled semi-submersible vessels by drug trafficking organizations, but smugglers continue to employ new tactics to introduce illicit drugs into the U.S. economy.



In the Pacific Rim, home to approximately 50 percent of the world's tuna stocks, Illegal, Unregulated, Unreported (IUU) fishing vessels use multi-mile long drift nets to take enormous amounts of fish and marine mammals with no regard for the long-term viability of these precious natural resources. IUU fishing costs the world an estimated \$14 billion annually. In concert with the Governments of Canada, Japan, and the

People's Republic of China, the Coast Guard has seized eight vessels illegally fishing on the high seas in the past two years alone, but the threat remains and must continue to be addressed.

Looking forward, we must continue to meet the emerging challenges of the 21st century. A properly equipped and organizationally aligned Coast Guard will preserve our current capability and ensure we continue our trend of enduring value to the Nation.

Our Aging Fleet

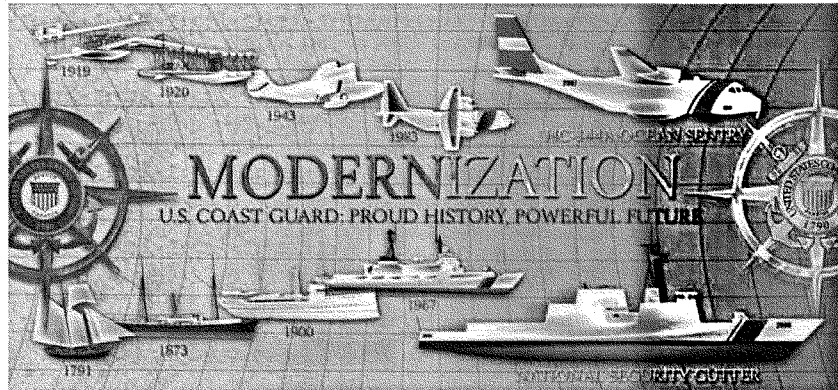
Our readiness is continually challenged by a reliance on outdated, rapidly-aging assets, systems, and shore infrastructure. In fact, during the past 12 months, the Coast Guard spent over \$50M on major unanticipated repairs to cutters and aircraft. These and other casualties have a direct impact on readiness and our ability to execute our missions for the Nation. In FY 2007 alone, High Endurance Cutter operational days were reduced 27 percent due to engineering casualties. Our large deferred maintenance backlogs also present a major challenge to Service readiness, and these backlogs continue to grow.

Stable and Predictable Requirements and Costs

Effectively managing the 20-plus major acquisition programs in our acquisition portfolio requires stable and predictable requirements and accurate cost estimation, among many other factors. We recognize that each project is based on strict multi-year cost, schedule, and performance milestones, and any cost or schedule breaches create significant near- and long-term impacts on our funding streams.

Modernization

The need to functionally align the Coast Guard is driven by changes in our external environment and the need to improve internal business processes. The Modernization Effort will transform command and control structures, maintenance processes and mission support to improve front-line service to the nation. Modernization is not about more resources. Rather, it's about finding better ways to leverage existing resources to maximize mission effectiveness.



ACQUISITION PROGRAMS

Today, I am pleased to discuss our wholly reformed acquisition organization, an organization with processes and procedures in place to ensure successful program management and oversight. I expect further challenges, but I have the utmost confidence that the processes now in place allow us to address those challenges head-on and facilitate delivery of assets and systems with capabilities to meet the mission needs of today and tomorrow.



The most pointed example of the success of our reformed acquisition processes is Fast Response Cutter Sentinel-class patrol boat. With a total potential contract value of more than \$1 billion, it was a highly competitive process, and our selection survived two post-award protests, demonstrating that our robust acquisition process was beyond reproach.

As the yard stick by which to measure the success of our reformed acquisition enterprise, the Sentinel project provides a number of assurances - all built on the cornerstones for successful acquisition - for its own and future acquisition management successes, including:

- Establishment and maintenance of a direct Coast Guard relationship with the contractor, rather than through a separate lead systems integrator;
- Development of detailed technical requirements, and firm adherence to those requirements throughout the proposal design evaluation process and construction;
- Classification of cutters to established and recognized standards (i.e., American Bureau of Shipping and High Speed Naval Vessel Rules);
- Use of parent craft designs where applicable, with parent craft designer and builder co-located on engineering team;
- On-site government staff at production facilities;
- Fixed price contract structure;

- Extensive involvement of technical authority throughout acquisition and delivery process;
- Independent validation (i.e., independent cost estimates and design assessments);
- Leveraging Navy and other government partnerships; and,
- Ability to re-compete thru options for data and licensing.

The Sentinel project has become the model for all current and future Coast Guard acquisition programs. By adopting needed reforms, and guided by this Subcommittee, we've demonstrated the right way to develop and manage an acquisition project. With those reforms solidly in place, the foundation for continued success is firm.

ACQUISITION WORKFORCE

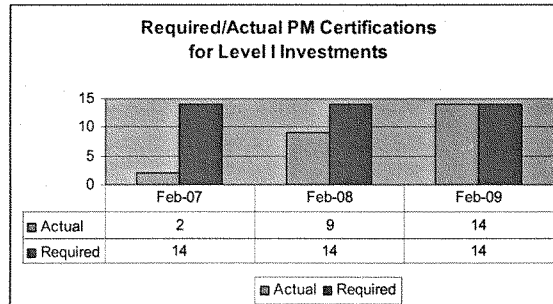
As acquisition policy and process improvements have promoted project successes, one persistent set of challenges has been the recruitment, development, and retention of a highly qualified acquisition workforce. We have accomplished much in our reforms of contracting, business and financial management, program management, systems engineering and other key disciplines. But, like other federal agencies, we must work hard to attract and retain the best and brightest in a highly competitive market.

In the 1990s, the level of investment in Coast Guard acquisition was approximately \$200 million. In FY 2009, we were appropriated nearly \$1.5 billion for our recapitalization programs. This growth in investment has required our professional workforce to grow to ensure adequate program management and contractor oversight and management. We have worked hard to build capacity. Today the Acquisition Directorate has 855 military and government civilian personnel, and is continuing to grow—including 104 added positions in 2008 and another 65 positions in 2009.

With many agencies competing for qualified acquisition professionals, it is critically important for the Coast Guard to remain competitive in the labor market. The Coast Guard must be able to use all hiring and workforce management tools effectively and expeditiously.

Once hired, however, another challenge is ensuring the appropriate training, skills, and career progression for our workforce. As a government manager, I have an obligation to properly equip my personnel with the skills and tools they need to accomplish their missions.

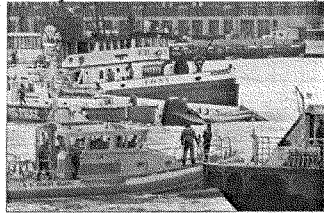
One of the areas where we have placed enormous pressure is on our training and certification programs. A couple of years ago we had a lot of people who might have had the right experience but had not completed required training or certification, so it was difficult to see standardized skills across projects. We have addressed this challenge. Today, of the 14 Level I investments in our acquisition portfolio (valued at greater than \$1 billion total life cycle cost), 100 percent are led by DHS Level III (the highest level) certified program managers.



We have also developed a new *Human Capital Strategic Plan* that outlines several goals aimed at improving the skills of our workforce. An overarching objective is to raise the profile of Coast Guard acquisition as a profession with well-defined career paths for both uniformed and civilian employees. That strategy sets goals for training and educational opportunities, using internal resources as well as reaching out to third parties, such as the Defense Acquisition University and the Naval Postgraduate School, to provide additional support.

The goal in these efforts is to improve the career path that can be followed by uniformed and civilian employees, ultimately narrowing the gap between the complexity of acquisition tasks and the availability of skilled workers to accomplish them.

As the Acquisition Directorate motto states, “mission execution begins here.” Success at headquarters has had a real impact on the Coast Guard men and women in the field, giving them the tools they need to serve the nation. Without our acquisition programs, there would be no Rescue 21; no upgraded or armed HH-65C helicopters; no Response Boat-Medium; no upgraded mission systems onboard our HC-130 fleet; and no prospect for replacement for our severely aging fleet of cutters and maritime patrol aircraft.



Mission execution really does begin with effective acquisition.

The news picture of the ditched US Airways flight in the Hudson River, with the RB-M in the foreground, really brings home the notion that it is not just about a paper contract. At the end of the day, when we get those assets deployed, we are saving lives, or interdicting illegal drugs off our coast, or stopping illegal migrants.

LOOKING TO THE FUTURE

With acquisition reform firmly taking root, the future of Coast Guard acquisition is bright. We have learned from the past, but our focus remains on the future. Reformed processes have already led to acquisition success, but I am confident our greatest successes lay ahead, if we remain committed to the foundational principles and acquisition cornerstones that have driven our reforms. As the Coast Guard's mission support organization is established fully, those principles will become further engrained in our mission support and acquisition culture.

The future will see new requirements for ever new assets and systems. In fact, we will soon begin the largest single acquisition project in our history—the Off-Shore Patrol Cutter. Now that our reforms are in place, I am confident that this and other future projects will be managed effectively and efficiently.

A key element of future acquisition success is the integration of the Coast Guard's Research and Development (R&D) Program with the acquisition community. It is here technologies, assets, and systems can be tested and evaluated prior to initiating a full acquisition program of record. In this way, the R&D Program enables more efficient project planning as developmental efforts are handled by dedicated and objective research and development professionals, rather than project management staff.

The R&D Center recently achieved a major milestone last month when it moved to a new facility. Its new home will better support the growth and additional resources necessary to meet the Coast Guard's current and future R&D needs. And by working to meet those needs, the R&D Center is contributing to today's operational mission demands. Through strategic partnerships with research laboratories—such as John's Hopkins University Applied Physics Laboratory and Sandia National Laboratories—the R&D Center is well-positioned to link operational sponsors and acquisition program managers through pre-acquisition activities, as well as explore modern real-world concepts and technologies for operational and regulatory programs.

CONCLUSION

As a maritime Nation, our security, resilience, and economic prosperity are intrinsically linked to the oceans. Safety and freedom of transit on the high seas are essential to our well-being, yet are very fragile. Moreover, threats to border security, growth in the global marine transportation system, expanded use of the Arctic, and burgeoning coastal development are challenging conventional paradigms. The Coast Guard is ideally-suited to help the Nation address these and other challenges through its comprehensive, complementary authorities, flexible and adaptive operational capabilities, and centuries of experience protecting America's national security interests. *The Coast Guard's integrated approach to safety, security, and stewardship remains a highly effective method of governance in the maritime domain.* Our ability to optimize our broad spectrum of authorities, capabilities and partnerships remains critical to effectively allocating resources across the Coast Guard's broad mission portfolio.

The men and women of the Coast Guard performed with courage, sacrifice and dignity in 2008, and are eager and prepared to answer the Nation's call now and into the future.

As our Nation faces the long-term struggle against radical extremism in a period of persistent conflict, the Coast Guard must be prepared to conduct operations across a broad spectrum of potential threats and hazards. Mindful of the current economic climate, we must modernize America's Coast Guard to answer the call, to be *Semper Paratus*, and to execute the mission effectively and efficiently. While much has been achieved, developing integrated maritime safety, security, and stewardship regimes for the Nation remains a work in progress. Our acquisition reforms and dedicated modernization efforts are critical steps in the right direction.

Thank you for the opportunity to testify before you today. I am pleased to answer your questions.

Appendix - Acquisition Project Update

For Deepwater, the results of our acquisition reform efforts speak for themselves.



In the National Security Cutter project, we've delivered the first cutter, *CGC Bertholf*, which was commissioned in August of last year. We have been actively running *Bertholf* through her paces during the operational test and evaluation process now underway and have received very positive feedback from her crew and the Coast Guard's operational community. Of particular note, *Bertholf* has conducted her first operational patrols and completed flight deck dynamic interface testing and attained interim flight deck certification. Additionally, *Bertholf* recently conducted towing exercises with *CGC Morgenthau*, a fueling at sea evolution with *USNS Kaiser*, and testing of the 57mm deck gun and close-in weapon system against high-speed maneuvering surface targets and unmanned aerial vehicles. The second National Security Cutter (NSC), *Waesche*, is on track for delivery late in 2009, with fabrication begun and the keel laying for the third cutter, *Stratton*, scheduled for summer 2009.

We continue to see real progress in the areas of Information Assurance, which includes TEMPEST, on the NSC. Our technical authority, with support from the Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) and NSC project managers, conducted TEMPEST certification inspections prior to preliminary acceptance of *Bertholf* in May 2008. Those pre-delivery inspections have contributed to building a TEMPEST baseline, which will serve as a reference point for all future TEMPEST-related activities. Using the test-fix-test methodology, we now have resolved all 122 visual TEMPEST discrepancies identified during that pre-acceptance process. We are conducting additional instrumented TEMPEST surveys using a National Security Agency (NSA) approved contractor to prepare for final TEMPEST testing, which is scheduled to be conducted by SPAWAR in April 2009.

We continue to build on lessons learned and are making some significant improvements to the *Stratton*, including construction process efficiencies, enhanced functionality and better hull design. One of the most notable process improvements is a significant reduction in the number of grand blocks—multiple units stacked together in large assembly halls away from the waterfront—used to assemble the ships hull. We used 29 grand blocks to assemble *Bertholf*, but expect to use as few as 14 to assemble *Stratton*. This will enable more sub-assembly work in each grand block in a controlled environment and potentially lead to fewer construction hours compared to the process for *Bertholf*.

Other improvements include an enhanced replenishment at sea station, which incorporates a redesigned refueling area that will be more efficient and ergonomic for cutter personnel. We are also improving the gas turbine removal route, which will make it easier to remove and repair the gas turbine modules that power the cutter. And we have enhanced the hull fatigue design on *Stratton*, ensuring she will achieve a 30-year fatigue life.

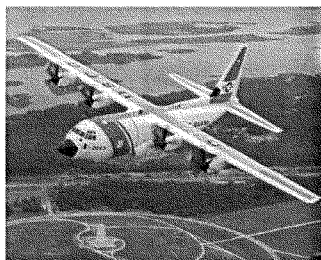
We are currently working toward production award for the fourth NSC, *Hamilton*. In line with accomplished acquisition reforms and our efforts to become the lead systems integrator, the production award for *Hamilton* will occur outside the Integrated Coast Guard Systems (ICGS) LSI construct and include a fixed price contract structure.



Our HC-144A Ocean Sentry maritime patrol aircraft project is also experiencing significant success. We have already taken delivery of seven HC-144 aircraft, with four more on order. We have also taken delivery of three mission system pallets, with nine more on order. We continue working with the contractor to refine software and hardware interface issues and are looking at ways to minimize those issues with future deliveries.

The operational value of this extremely capable aircraft is already being shown. On February 6, 2009, the HC-144A Ocean Sentry officially stood the watch for the first time on a scheduled operational patrol. During that patrol, the aircraft crew was able to respond to a distress notification from a 78-foot fishing vessel approximately 228 miles southwest of Mobile, Ala., in the Gulf of Mexico. The crew received the distress call on the aircraft's new emergency direction finding equipment. Once on scene, the crew quickly established communications with the vessel and determined the boat was not in actual distress—the crew had accidentally activated the vessel's electronic distress beacon. But, the case illustrated the aircraft's ability to quickly hone in on distress signals and respond to the scene.

In another instance, a HC-144A crew in a normal training mission in January 2008 diverted and responded to the crash of two U.S. Air Force F-15 fighters in the Gulf of Mexico. In that case, the crew was able to quickly arrive on scene, locate a survivor using the aircraft's enhanced bubble search window, establish communications with potential Good Samaritan vessels in the area and, as On Scene Commander (OSC), coordinate the search and rescue response between the Air Force, Coast Guard, and other federal and state agencies.



We have installed new surface search radars on five HC-130H Hercules long range surveillance aircraft, and completed the installation of other new mission systems aboard three HC-130Js, with two more in modification.

One example of the capabilities of this upgraded platform occurred on September 4, 2008, when a Coast Guard HC-130H from Air Station Clearwater, Fla., used the aircraft's newly installed Selex radar system to locate and identify three people atop an overturned 15-foot boat 47 nautical miles northwest of Puerto Plata, Dominican Republic. The boat was carrying four passengers from the Dominican Republic en route to Puerto Rico when it capsized, separating the fourth passenger from the boat. After locating the boat and passengers, the aircrew vectored a Coast Guard HH-65C helicopter. They also used the onboard Automatic Identification System (AIS), which is integrated with the SELEX radar, to identify a nearby Good Samaritan vessel, the cruise ship *Carnival Destiny*. The *Destiny*

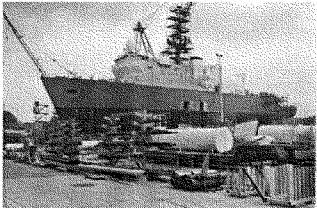
made best speed to assist as needed but finally continued to its original course after the Coast Guard HH-65C crew completed the rescue of the three surviving passengers. The Coast Guard returned the survivors to the Dominican Republic, where they received medical treatment for severe dehydration.



Having upgraded the engines and transmissions on all HH-65C helicopters, we are now also delivering MH-65C Dolphin multi-mission cutter helicopters to air stations across the nation with newly installed airborne use of force capabilities. Eventually, all Coast Guard HH-65C helicopters will be upgraded and re-designated as our Multi-Mission Cutter Helicopter.

The Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) received delivery of its first MH-65C in October 2007. Pilot and crew training began almost immediately and the first MH-65C deployed aboard *CGC Dallas* in January 2008. In March 2008, the MH-65C interdicted a 'go-fast' boat carrying 3,286 pounds of cocaine. Since then, the MH-65C has been involved in 15 interdictions. So far in fiscal year 2009, the MH-65C has successfully interdicted 11 go-fasts, resulting in the seizure of more than six tons of cocaine and more than two tons of marijuana; having a combined estimated street value of more than \$178 million. The MH-65C has cemented its place at the forefront of our nation's efforts to stop illegal drugs from reaching our streets.

Additionally, these helicopters have proven extremely valuable in assisting with identification and stopping of Self-Propelled Semi-Submersible (SPSS) vessels.



The Mission Effectiveness Project, which is completing systems recapitalization for our 110-foot, 210-foot and 270-foot in-service cutters, continues to progress on schedule and on budget. In March of 2008, we completed the MEP availability for *CGC Seneca*, the seventh of 26 total 270-foot Medium Endurance Cutter availabilities (13 cutters with two availabilities each). In November 2008, *CGC Resolute* completed its MEP availability, the seventh of 14 total 210-foot cutter availabilities. And in December 2008 we completed the MEP availability of *CGC Sitkinak*, the seventh of 20 total 110-foot patrol boat availabilities. Currently, six cutters are at the Coast Guard Yard undergoing MEP availabilities—three 210-foot cutters and three 110-foot patrol boats.

And our reform efforts are directly measured in the recent contract award for the



critically needed Fast Response Cutter Sentinel-class patrol boat. Initially planned as part of the Deepwater program, to be delivered through Integrated Coast Guard Systems, we took this project back within the Coast Guard to ensure full and open competition and responsible program management. We have abided strictly to our reformed acquisition processes, conducting a

deliberative proposal review and award determination with integrated participation from technical authorities and the operational community. Based on the cornerstones for successful acquisition, this project also adheres to *MSAM* guidelines, full reporting, independent assessment and validation, leveraging internal and external partnerships, and robust departmental oversight.

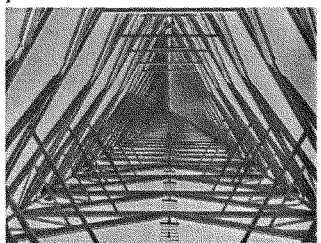
For other programs, those not originally affiliated with Deepwater, adherence to sound acquisition processes likewise has had positive results.

For example, the Response Boat-Medium (RB-M) project is in low rate initial production (LRIP) and has delivered seven of an eventual 180 new boats, with the eighth delivery scheduled for later this week. We have 66 RB-M's on order. To support these orders, the contractor opened a second production facility outside of Green Bay, Wis. in September 2008. These boats, already making a difference in some high-profile real-world search and rescue cases, are helping Coast Guard Sectors across the nation carry out an operational evaluation to inform future production decisions. For example, a RB-M recently delivered to Coast Guard Sector New York responded to the U.S. Airways passenger jet that ditched in the Hudson River on January 15, 2009. And, the RB-M delivered to Coast Guard Sector Key West was recently featured prominently on the television show *America's Most Wanted* for its dramatic operational capabilities.



The 87-foot Coastal Patrol Boat project is completing delivery of the final cutters of the class, which are replacing the decommissioned fleet of 82-foot Point class cutters. Two 87-foot Coastal Patrol Boats were commissioned in March—*CGC Alligator* in St. Petersburg, Fla., on March 9 and *CGC Reef Shark* in San Juan, PR on March 23.

The Rescue 21 project, our maritime “911” service, is also making good progress, having recently delivered the 19th of 39 sectors, with Sector North Carolina coming online. Once that Sector’s Rescue 21 system is fully operational, we will be providing search and rescue radio and direction finding coverage along 27,649 miles of U.S. coastline. Our operational men and women have already reported numerous lives saved due to the increased capabilities the Rescue 21 systems provides.



For example, on January 14, 2009, an 18-foot recreational fishing boat capsized with six men onboard in the frigid waters around the Chesapeake Bay Bridge-Tunnel near Hampton Roads, Va. When the boat began taking on water in rough January seas, the men only had time to grab a handheld radio and call, “Mayday! Mayday! Mayday!” Shortly thereafter, the boat capsized and all six men were plunged into the 43-degree water. Coast Guard Sector Hampton Roads received the mayday call at 9:09 AM, but was unable to communicate with the men over the radio. Using the recently installed Rescue 21 system, with its improved direction finding capabilities, Coast Guard watch standers were able to quickly pinpoint the vicinity where the mayday call originated using only the lone mayday transmission. A nearby Coast Guard HH-60 helicopter responded to the location

and dropped a rescue swimmer into the water. Overhearing the radio transmissions and seeing the Coast Guard helicopter, a Maryland pilot boat also came to aid in the rescue. The “mayday” call came in at 9:09 AM. The Coast Guard helicopter arrived on-scene at 9:29 AM and all six fishermen were out of the water by 9:42 AM. Four of the men survived the hypothermic temperatures after being rescued. Without Rescue 21, the Coast Guard would have been unable to locate the stricken fishing boat so quickly and more men likely would have died.

ADDRESSING PROJECT CHALLENGES

In addition to enabling current and future project success, our reform efforts are facilitating the successful resolution of past and current project challenges.

One such challenge is the fatigue lifespan of the National Security Cutter—which the Coast Guard insists be at least 30 years—meaning at least 30 years before the onset of major repairs due to normal mission use. In 2007, in accordance with the acquisition success cornerstones and working through our technical authority for engineering and logistics, the Coast Guard arranged to work with the Navy’s Naval Surface Warfare Center, Carderock Division to provide independent third party analysis of fatigue design solutions developed by Coast Guard naval engineers. Using the newest available computer fatigue modeling software, Carderock reached two main conclusions in its final report, presented to the Coast Guard earlier this year.

First, Carderock determined Coast Guard-developed design fatigue enhancements for the hulls of NSCs three through eight will achieve the desired 30-year fatigue life, while also recommending monitoring of localized stress in several structural details. Second, the report identifies major improvements with fatigue life after completing identified modifications to hulls one and two, but the Carderock transmittal letter recommends more data be gathered for several areas which are still modeling a less-than 30-year fatigue life.

We agree with Carderock’s assessments. In fact, we have already outfitted *CGC Bertholf* with strain gauge sensors to measure actual encountered stresses and collect data to enable more precise design modeling. Our technical authority is also reviewing each area identified by Carderock, based on Coast Guard missions and the planned operational profile of the NSC, and will develop a plan to address those concerns prior to implementing any related design fix. Plans are to gather data and modify design enhancements over a span of multiple years, even after NSCs one and two transition to full operations, as the upgrades are completed over potentially several future yard availabilities. We plan to continue to collaborate with Carderock to conduct further analysis, including possible re-validation of changes to the proposed design as a result of the recommendations in their report.

Another persistent challenge is controlling costs in complex, multiple-year projects - especially those costs driven by economic factors outside the Coast Guard’s control, more specifically, those types of cost increases recently impacting the National Security Cutter and Maritime Patrol Aircraft projects. Current economic conditions have seen a steady six-month decline in the cost of commodities such as nickel, steel and copper. However, when we award production contracts, our contract price reflects commodity prices at the time of award.

In the case of the National Security Cutter we are executing production contracts for NSCs two and three and the long lead time materials contract for NSC four that were priced based on historically high commodity and fuel prices in effect during the summer of 2008. Likewise, when current NSC and MPA contracts were awarded, the value of the U.S. dollar was at a record low when compared to other foreign currencies, meaning all foreign components necessary for production were more expensive.

While the government will never be able to eliminate these types of cost changes completely, we have taken steps to minimize their impact within Coast Guard acquisitions. Once again, by building on the cornerstones for acquisition success, we have established a firm commitment to independent cost estimates within each project to validate projected program costs. We have initiated more rigorous government oversight of contractor performance and cost accounting, including renewed emphasis on Earned Value Management data. And we continue to work with industry to balance risk and ensure affordable acquisition programs at best value for the government.

Within our fixed wing aircraft acquisition projects, we are successfully addressing mission system reliability issues. As we have steadily increased the operational tempo of our three missionized HC-130J aircraft, we have experienced some mission system reliability issues—both software (reboots) and hardware (computer card replacements). While separate, we are addressing similar reliability issues with the mission system pallet aboard the HC-144A. In both cases, we are working within our system of checks and balances directly with our technical authority and operational sponsor to aggressively resolve the issues with the contractors. Where applicable, our efforts include warranty work with the contractor. In both cases, we are working closely with the contractor on minor hardware replacements and software upgrades that we expect to complete this year, and already have achieved significant success. We continue to see improved reliability through our ongoing operator training, updates to operational procedures, and increased operator familiarity with each system.

With regard to the 123-foot patrol boats, the Department of Justice and the DHS-OIG continue their investigation into the project. The qui tam action involving the patrol boats is still on-going. The Department of Justice has not yet made a determination whether it will intervene in that action. The Coast Guard continues its support of the DOJ and DHS-OIG investigation.

Simultaneous to our support of the DOJ investigation, we have also undertaken an independent engineering analysis through the Navy's Naval Sea Systems Command, which we expect to be completed sometime this summer. Additionally, we are working with the Department of Justice to release five of the eight patrol boats to salvage systems, equipment and parts still of value to the Coast Guard. The remaining three cutters would remain untouched for evidence purposes in support of the ongoing investigations.

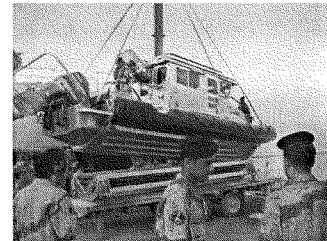


Further to acquisition reform efforts, the Coast Guard's Research and Development (R&D) Center is an important element of the acquisition program and is now included in the Acquisition Directorate. For example, after recognizing a need among Coast Guard operational units in 2005, the R&D Center

began work on a biometrics project to enhance identification efforts by deployed Coast Guard personnel. As part of a collaborative effort that includes the Department of Homeland Security Science and Technology Directorate, US-VISIT, Customs and Border Protection, Immigration and Customs Enforcement, the U.S. Attorney's Office, and Coast Guard operational community representatives, the R&D Center has led development and delivery of a biometrics at sea program that has had a significant impact on our ability to identify and prosecute persons attempting to re-enter the country illegally, those suspected of being alien smugglers, wanted felons, and known or suspected terrorists. Since the R&D Center's biometrics program began in 2006, the Coast Guard has collected over 2,500 biometrics signatures to date, with over 25 percent of those signatures returning a positive match, resulting in over 250 successful prosecutions. During that same period, we have seen a 75 percent reduction in the migrants trying to navigate the Mona Pass—one of the busiest migrant thoroughfares in the Caribbean.

Additionally, the R&D Center is conducting an evaluation of the capabilities needed in an unmanned aerial system that could potentially operate from the deck of the National Security Cutter. The R&D Center effort on this project includes collaboration with Coast Guard operational sponsors and acquisition program managers, as well as external partners and contractors, including the Navy's Naval Air Systems Command, ABS-G Consulting, the Federal Aviation Administration and Sandia National Laboratories. Specific R&D Center Unmanned Aerial Systems (UAS) activities include: participation in tests with the Defense Advanced Research Projects Agency (DARPA) and U.S. Special Operations Command; participation in shipboard UAS tests aboard the National Oceanic and Atmospheric Administration ship *Oscar Dyson*; and completion of a dry-fit of a UAS on *CGC Bertholf*. We also participated in lessons learned from Navy Vertical Unmanned Aerial Systems experience with the *USS McInerney*. Ultimately, these efforts will enable the R&D Center to objectively recommend those platform attributes that could meet Coast Guard mission requirements.

Another critical contributor to our current and future acquisition success is the Coast Guard's active Foreign Military Sales (FMS) office. Begun as part of the Coast Guard's Office of International Affairs to handle excess defense article transfers to allied nations, our FMS office completed its first new procurement case in 2001 through the Navy's International Programs Office (IPO). In fact, more than 80 percent of our FMS management and execution is funded through the Navy IPO from the Department of Defense FMS administration trust fund, a pooled fund supplied via a surcharge assessed to foreign purchasers on every FMS case. In 2005, the Coast Guard's FMS office was transferred to the Deepwater Program Executive Officer and became part of the larger acquisition directorate in July 2007. During the past three years, our active FMS projects have more than doubled to \$100 million, and annual new FMS projects have increased from \$10 million to more than \$50 million.

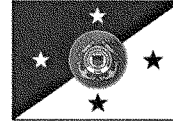


Recently, our FMS staff reached a major milestone—transfer of the 200th vessel. Those transfers include deliveries to 37 nations of such platforms as 25-foot Defender-class

response boats to 210-foot Reliance-class cutters. Delivery of these assets has been critical to the development of allied navies and coast guards around the world. Some of our strategic allies who have received assets include: Argentina, Chile, Columbia, Ghana, Nigeria, Tunisia, Iraq, Yemen, Bangladesh, and Pakistan. In addition to saving the Coast Guard \$25 million in disposal costs, these deliveries are strengthening U.S. national security in the maritime domain by building capacity for our international partners. By continuing these transactions, we are building enduring partnerships that enhance our capability to pursue cooperatively shared maritime safety and security goals.



Admiral Thad W. Allen
Commandant, U.S. Coast Guard



Admiral Thad W. Allen assumed the duties of the 23rd Commandant of the U.S. Coast Guard on May 25th, 2006. As such, he leads the largest component of the Department of Homeland Security (DHS), comprised of about 42,000 men and women on Active Duty, 7,000 civilians, 8,000 Reservists and 34,000 volunteer Auxiliaries.

The Coast Guard is America's oldest continuous seagoing service and is a Federal law enforcement agency as well as a branch of the armed forces. The Coast Guard serves the American people by saving lives and property at sea; ensuring the safety of thousands of professional mariners and millions of recreational and commercial

vessels; protecting our ports and maritime infrastructure from terrorism, securing our borders, maintaining aids to navigation, responding to natural disasters, defending our Nation, conducting humanitarian operations, protecting our marine environment, and keeping shipping routes open and clear of hazards. The Coast Guard is "Semper Paratus" – Always Ready to respond to All Hazards – All Threats.

In his thirty eight years of service, Admiral Allen has held operational command both at sea and ashore, conducting missions to support the maritime safety, security and environmental stewardship interests of the Nation. As a Flag Officer, he served as the Principal Federal Official for response and recovery operations for Hurricanes Katrina and Rita, while also serving as the Coast Guard Chief of Staff. He was responsible for leading Coast Guard forces as Commander of the Atlantic Area and U.S. Maritime Defense Zone Atlantic. Prior to that he commanded the Seventh Coast Guard District, where he directed all operations in the Southeastern United States and Caribbean. He served aboard cutters *Androscooggin* and *Gallatin* and commanded the *Citrus*. He wore a dual hat as Commanding Officer of Group Long Island Sound and Captain of the Port, and he commanded Group Atlantic City and Long-Range Aids to Navigation (LORAN) Station Lampang, Thailand. Today, Admiral Allen is leading the Coast Guard through significant modernization to better organize, train, equip, and deploy our men and women to meet the challenges of the 21st Century.

Admiral Allen graduated from the U.S. Coast Guard Academy in 1971, and holds a Master of Public Administration degree from the George Washington University, and received their Alumni Achievement Award in 2006. He also holds a Master of Science degree from the Sloan School of Management of the Massachusetts Institute of Technology, is a Fellow of the National Academy of Public Administration, and is a member of the Council on Foreign Relations. In 2007, Admiral Allen was awarded an Honorary Doctorate of Science from the National Graduate School.

He is a native of Tucson, Arizona and the son of retired Coast Guard Chief Damage Controlman Clyde and Mrs. Wilma Allen. Admiral Allen and his wife, Pam, have three children and two grandchildren.

To keep up with Admiral Allen and his activities as Commandant visit www.uscg.mil/comdt. Be sure to sign up for RSS feed of his journal, *iCommandant*

Mr. PRICE. Thank you very much.

Mr. Hutton.

Mr. HUTTON. Thank you, Mr. Chairman. Thank you for inviting me here today to discuss GAO's ongoing work for this Subcommittee on the Coast Guard's Deepwater Program. Deepwater represents about 60 percent of the Coast Guard's 2009 budget for acquisition, construction and improvement.

As you know, we have been reviewing the planning and execution of the Deepwater Program since the late 1990s, and over the years we have informed Congress and others of the problems, uncertainties and progress related to this large, complex acquisition.

Today I will discuss three areas: Coast Guard management of the Deepwater Program, how acquisition program baselines have changed since 2007 and Coast Guard's efforts to manage and build its acquisition workforce.

First, since we testified before you last year, the Coast Guard has continued to make fundamental changes in its management approach to Deepwater. Foremost has been steps taken to assume the role of systems integrator from Integrated Coast Guard Systems, ICGS. The Coast Guard has reduced the scope of work on contract on ICGS and has assigned these functions to Coast Guard stakeholders.

The Coast Guard has also undertaken a reassessment of the ICGS proposed solution, including the capabilities and the number and mix of assets that it needs. Completion of this analysis is expected by the summer of 2009.

No less important is the Coast Guard's decision to manage the program at the asset level by applying their disciplined program management approach found in its Major Systems Acquisition Manual, the MSAM. This approach can help increase government control and accountability for decision making. Previously the Coast Guard exempted the program from the process.

The Coast Guard established the goal of complete adherence to the MSAM process for all Deepwater assets by the second quarter of 2009. Despite its efforts, however, the Coast Guard has not yet met its goal. Key acquisition management activities such as approved operational requirement documents and test plans are not in place for assets with contracts recently awarded or in production, and this makes it difficult for the Coast Guard to determine if what it is buying is meeting its needs.

An improved management approach, however, has increased Coast Guard understanding of cost schedule and capability for Deepwater since the \$24.2 billion baseline was established in 2007, the second area of my discussion. As of early April 2009, acquisition baselines approved by DHS indicate a potential cost increase of \$2.1 billion.

As more realistic baselines are developed and approved for other assets, further cost growth may become apparent, and the Coast Guard, through valuation of baselines, has also changed its understanding of delivery schedules and capabilities of Deepwater assets.

In gaining new levels of understanding in acquiring Deepwater assets, the Coast Guard plans to update its budget submissions with asset based information. However, the current structure of its budget submission to Congress does not provide certain details at

the asset level such as estimates of total cost and total numbers to be procured, information that could provide decision makers and the public greater insight into the program. The Coast Guard has included some of this information in other congressional reports, but the reports are provided only to the Appropriations Committees.

Moving to the third area of discussion, one reason the Coast Guard contracted for a systems integrator in the first place is because it recognized that it lacked sufficient experienced workforce to manage the acquisition. The Coast Guard acknowledges that it still faces challenges in hiring and retaining qualified acquisition personnel and that the situation poses a risk to the successful execution of its program.

According to Coast Guard human capital officials, as of April 2009 16 percent of the Acquisition Branch positions were unfilled, including key jobs such as contracting officers and systems engineers. Even as it attempts to fill current vacancies, the Coast Guard plans to significantly increase the size of its acquisition workforce by the end of fiscal year 2011. While the Coast Guard may be hard pressed to fill these positions, it has made progress in identifying the broader challenges it faces and working to mitigate them.

In conclusion, it is important to note that Coast Guard leadership has made significant progress in identifying and addressing the challenges and assuming the role of systems integrator for the Deepwater Program. The Coast Guard has continued to build on this progress by starting to follow a disciplined management approach.

This approach is improving the Coast Guard's knowledge of what is required to meet its goal and is gaining a better understanding of needed capabilities and associated costs, insight that should enable the Coast Guard and the Congress to execute better decision making and oversight.

However, until the Coast Guard gains a thorough understanding of what it is buying and how much it will cost and is able to put in place the necessary workforce, it will continue to face risk in carrying out this multi-billion dollar acquisition.

Mr. Chairman, this concludes my statement. We plan to issue a more detailed report later this summer, and I might add we also are doing this work for the Senate Appropriations Committee.

I would be happy to answer any questions you or other Members of the subcommittee may have.

[The information follows:]

United States Government Accountability Office

GAO

Testimony

Before the Subcommittee on Homeland
Security, Committee on Appropriations,
House of Representatives

For Release on Delivery
Expected at 10:00 a.m. EDT
Wednesday, April 22, 2009

COAST GUARD

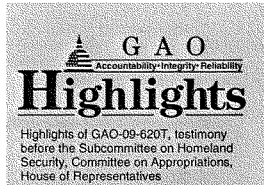
Update on Deepwater
Program Management, Cost,
and Acquisition Workforce

Statement of John P. Hutton, Director
Acquisition and Sourcing Management

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GAO-09-620T



Why GAO Did This Study

The Deepwater Program is intended to recapitalize the Coast Guard's fleet and includes efforts to build or modernize five classes each of ships and aircraft, and procure other key capabilities. In 2002, the Coast Guard contracted with Integrated Coast Guard Systems (ICGS) to manage the acquisition as systems integrator. After the program experienced a series of failures, the Coast Guard announced in April 2007 that it would take over the lead role, with future work on individual assets to be potentially bid competitively outside of the existing contract. A program baseline of \$24.2 billion was set as well. In June 2008, GAO reported on the new approach and concluded that while these steps were beneficial, continued oversight and improvement was necessary. The Coast Guard has taken actions to address the recommendations in that report. This testimony updates key issues from prior work: (1) Coast Guard program management at the overall Deepwater program and asset levels; (2) how cost, schedules, and capabilities have changed from the 2007 baseline and how well costs are communicated to Congress; and (3) Coast Guard efforts to manage and build its acquisition workforce.

GAO reviewed Coast Guard acquisition program baselines, human capital plans and other documents, and interviewed officials. For information not previously reported, GAO obtained Coast Guard views. The Coast Guard generally concurred with the findings.

View GAO-09-620T or key components. For more information, contact John Hutton at (202) 512-4841 or huttonj@gao.gov.

April 22, 2009

COAST GUARD

Update on Deepwater Program Management, Cost, and Acquisition Workforce

What GAO Found

The Coast Guard has assumed the role of systems integrator for the overall Deepwater Program by reducing the scope of work on contract with ICGS and assigning these functions to Coast Guard stakeholders. As part of its systems integration responsibilities, the Coast Guard has undertaken a fundamental reassessment of the capabilities, number, and mix of assets it needs; according to an official, it expects to complete this analysis by the summer of 2009. At the individual Deepwater asset level, the Coast Guard has improved and begun to apply the disciplined management process found in its Major Systems Acquisition Manual, but did not meet its goal of complete adherence to this process for all Deepwater assets by the second quarter of 2009. For example, key acquisition management activities—such as operational requirements documents and test plans—are not in place for assets with contracts recently awarded or in production, placing the Coast Guard at risk of cost overruns or schedule slips.

Due in part to the Coast Guard's increased insight into what it is buying, the anticipated cost, schedules, and capabilities of many of the Deepwater assets have changed since the establishment of the \$24.2 billion baseline in 2007. Coast Guard officials have stated that this baseline reflected not a traditional cost estimate but rather the anticipated contract costs as determined by ICGS. As the Coast Guard has developed its own cost baselines for some assets, it has become apparent that some of these assets it is procuring will likely cost more than anticipated. Information to date shows that the total cost of the program may grow by \$2.1 billion. As more cost baselines are developed and approved, further cost growth may become apparent. In addition, while the Coast Guard plans to update its annual budget requests with asset-based cost information, the current structure of its budget submission to Congress does not include details at the asset level, such as estimates of total costs and total numbers to be procured. The Coast Guard's reevaluation of baselines has also changed its understanding of the delivery schedules and capabilities of Deepwater assets.

One reason the Coast Guard sought a systems integrator from outside the Coast Guard was because it recognized that it lacked the experience and depth in workforce to manage the acquisition internally. The Coast Guard acknowledges that it still faces challenges in hiring and retaining qualified acquisition personnel and that this situation poses a risk to the successful execution of its acquisition programs. According to human capital officials in the acquisition directorate, as of April 2009, the acquisition branch had 16 percent of positions unfilled, including key jobs such as contracting officers and systems engineers. Even as it attempts to fill its current vacancies, the Coast Guard plans to increase the size of its acquisition workforce by more than 50 percent by the end of fiscal year 2011. While the Coast Guard may be hard-pressed to fill these positions, it has made progress in identifying the broader challenges it faces and is working to mitigate them. In the meantime, the Coast Guard has been increasing its use of support contractors.

Mr. Chairman and Members of the Subcommittee:

I am pleased to be here today to discuss the Coast Guard's management and oversight of its Deepwater Program. The Deepwater Program began in the late 1990s as an effort to recapitalize the Coast Guard's operational fleet and now includes projects to build or modernize five classes each of ships and aircraft, as well as to procure other capabilities such as improved command, control, communications, computers, intelligence, surveillance, and reconnaissance (C4ISR) and unmanned aircraft. Recognizing that it did not have in place the experience and depth in its workforce to manage the acquisition, the Coast Guard contracted with Integrated Coast Guard Systems (ICGS) as a systems integrator in June 2002. After experiencing a series of programmatic failures, the Commandant acknowledged in April 2007 that the Coast Guard had relied too heavily on contractors to do the work of government and that government and industry had failed to control costs. He announced several major changes to the acquisition approach for Deepwater, the key one being that the Coast Guard would take over the lead role in systems integration from ICGS, with future work on individual assets to be potentially bid competitively outside of the existing contract. In May 2007, soon after this announcement, the Department of Homeland Security (DHS) approved a revised acquisition program baseline of \$24.2 billion for the Deepwater Program.

In June 2008, we reported on our assessment of the preliminary steps the Coast Guard had taken to revise its acquisition approach and concluded that while these steps were beneficial, continued oversight and improvement was necessary to further mitigate risks.¹ The Coast Guard has taken actions to address the recommendations we made in that report. My statement is based largely on ongoing work for this subcommittee.² We plan to provide a more complete analysis of the Deepwater issues raised in this statement in a report this summer.

My focus today will be on:

¹GAO, *Coast Guard: Change in Course Improves Deepwater Management and Oversight, but Outcome Still Uncertain*, GAO-08-745 (Washington, D.C.: June 24, 2008).

²Our ongoing work is also being done for the Subcommittee on Homeland Security, Committee on Appropriations, U.S. Senate.

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- Coast Guard efforts to manage the Deepwater Program at both the overall system and asset levels;
 - how cost, schedules, and capabilities have changed from the 2007 baseline, and how well costs are communicated to Congress; and
 - Coast Guard efforts to manage and build its acquisition workforce.

As part of our ongoing work, we reviewed key Coast Guard documentation such as the Coast Guard's *Major Systems Acquisition Manual*, approved acquisition program baselines, and human capital plans. We also interviewed Coast Guard officials in the acquisition directorate, including program managers and contracting officers, and in other directorates such as those responsible for human capital issues and for assessing and developing operational requirements for Deepwater assets. This work was conducted between September 2008 and April 2009. We also relied on our past work regarding the Deepwater Program. Appendix I lists our selected reports on the Deepwater Program. All work for this statement was conducted in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. For issues where our observations are based on work that has not been previously reported, we obtained Coast Guard views on our findings and incorporated technical comments where appropriate. The Coast Guard generally concurred with our findings.

Background

The Coast Guard is a multimission, maritime military service within DHS. The Coast Guard's responsibilities fall into two general categories—those related to homeland security missions, such as port security and vessel escorts, and those related to non-homeland security missions, such as search and rescue and polar ice operations. To carry out these responsibilities, the Coast Guard operates a number of vessels and aircraft and, through its Deepwater Program, is currently modernizing or replacing those assets.

At the start of the Deepwater Program in the late 1990s, the Coast Guard chose to use a system-of-systems acquisition strategy. A system-of-systems is defined as a set or arrangement of assets that results when independent assets are integrated into a larger system that delivers unique capabilities. As the systems integrator, ICGS was responsible for designing, constructing, deploying, supporting, and integrating the Deepwater assets

into a system-of-systems. Under this approach, the Coast Guard provided the contractor with broad, overall performance specifications—such as the ability to interdict illegal immigrants—and ICGS determined the asset specifications. According to Coast Guard officials, the ICGS proposal was submitted and priced as a package; that is, the Coast Guard bought the entire solution and could not reject any individual component. In November 2006, the Coast Guard submitted a cost, schedule, and performance baseline to DHS that established the total acquisition cost of the ICGS solution at \$24.2 billion and projected that the acquisition would be completed in 2027. In May 2007, shortly after the Coast Guard had announced its intention to take over the role of systems integrator, DHS approved the baseline.

Table 1 describes in more detail the assets the Coast Guard is planning to procure according to approved baselines.

Table 1: Information on Deepwater Assets

Asset	Quantity	Description
National Security Cutter	8 ships	The NSC is intended to be the flagship of the Coast Guard's fleet, with an extended on-scene presence, long transits, and forward deployment. The cutter and its aircraft and boat assets are to operate worldwide.
Offshore Patrol Cutter	25 ships	The OPC is intended to conduct patrols for homeland security functions, law enforcement, and search and rescue operations. It will be designed for long-distance transit, extended on-scene presence, and operations with multiple aircraft and boats.
Fast Response Cutter	58 ships	The FRC is conceived as a patrol boat with high readiness, speed, adaptability, and endurance to perform a wide range of missions.
Medium Endurance Cutter Sustainment	27 ships	The cutter sustainment project is intended to improve the cutters' operating and cost performance by replacing obsolete, unsupportable, or maintenance-intensive equipment.
Patrol Boat Sustainment	20 ships	The patrol boat sustainment project is intended to improve the boats' operating and cost performance by replacing obsolete, unsupportable, or maintenance-intensive equipment.
Cutter Small Boats	124 boats	Cutter small boats are an integral component of the planned capabilities for the larger cutters and patrol boats and are critical to achieving success in all operational missions. The Coast Guard is currently restructuring its cutter small boat programs.
Maritime Patrol Aircraft	36 aircraft	The MPA is intended to be a transport and surveillance, fixed-wing aircraft used to perform search and rescue missions, enforce laws and treaties, and transport cargo and personnel.
HC-130J Long-Range Surveillance Aircraft	6 aircraft	The HC-130J is a four-engine turbo-prop aircraft that the Coast Guard intends to deploy with improved interoperability, C4ISR, and sensors to enhance surveillance, detection, classification, identification, and prosecution.

Asset	Quantity	Description
HC-130H Long-Range Surveillance Aircraft	16 aircraft	The HC-130H is the legacy Coast Guard long-range surveillance aircraft, which the Coast Guard intends to update with structural sustainability, improved interoperability, C4ISR, and sensors to enhance surveillance, detection, classification, identification, and prosecution.
HH-65 Multimission Cutter Helicopter	102 aircraft	The HH-65 Dolphin is the Coast Guard's short-range recovery helicopter which is being upgraded in phases to improve its engines, communications equipment, avionics, and other capabilities.
HH-60 Medium Range Recovery Helicopter	42 aircraft	The HH-60J is a medium-range recovery helicopter designed to perform search and rescue missions offshore in all weather conditions. The Coast Guard intends to upgrade the helicopters' avionics, C4ISR, and other systems.
Unmanned Aerial System	To be determined	The Coast Guard has deferred acquisition of this asset because of challenges in technology maturation of the ICGS proposed design. The Coast Guard continues its analysis of needs and alternatives, with an acquisition plan for this asset in development.
C4ISR	n.a.	The Coast Guard's acquisition of C4ISR capabilities includes upgrades to existing cutters and shore installations, acquisitions of new assets, and development of a common operating picture to provide operationally-relevant information and knowledge across the full range of Coast Guard operations.

Source: GAO analysis of Coast Guard data.

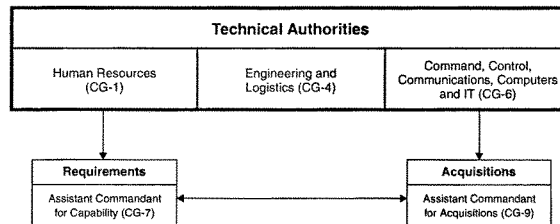
In deciding to take over the systems integrator role from ICGS, the Coast Guard has taken steps to increase government control and accountability by, among other things, applying the disciplined program management processes in its Major Systems Acquisition Manual (MSAM) to Deepwater assets. The MSAM requires documentation and approval of acquisition decisions at key points in a program's life cycle by designated officials at high levels. The Coast Guard has established a number of goals and deadlines for completing these activities in its Blueprint for Acquisition Reform, which was initially released in July 2007 and was last updated in July 2008.

Coast Guard Has Assumed the Role of Systems Integrator But Lags In Applying Disciplined Asset-Level Processes as It Continues with Procurements

Coast Guard Has Assumed Key Roles and Responsibilities from ICGS in Becoming the Systems Integrator

The Coast Guard has taken three major steps to become the systems integrator for the Deepwater Program. It has defined and assigned systems integrator functions to Coast Guard stakeholders, begun to reassess the capabilities and mix of assets it requires, and significantly reduced the contractual responsibilities of ICGS. While the Coast Guard has made progress in applying the disciplined MSAM acquisition process to its Deepwater assets, it did not meet its goal of being fully compliant by the second quarter of fiscal year 2009. In the meantime, the Coast Guard continues with production of certain assets and award of new contracts in light of what it views as pressing operational needs.

The role of systems integrator involves planning, organizing, and integrating a mix of assets into a system-of-systems capability greater than the sum of the capabilities of the individual parts. ICGS's role as systems integrator for the Deepwater Program included requirements management, systems engineering, and defining how assets would be employed by Coast Guard users in an operational setting. In addition, the contractor had technical authority over all asset design and configuration decisions. In 2008, the Coast Guard acknowledged that in order to assume the role of systems integrator, it needed to define systems integrator functions and assign them to Coast Guard stakeholders. Through codified changes to internal relationships, policies, and contractual arrangements, the Coast Guard has done so. For example, the Coast Guard formally designated certain directorates as technical authorities to establish, monitor, and approve technical standards for Deepwater assets related to design, construction, maintenance, logistics, C4ISR, and life-cycle staffing and training. The Coast Guard's capabilities directorate determines operational requirements and the asset mix to satisfy those requirements and establishes priorities. This directorate is expected to collaborate with the technical authorities to ensure that the Coast Guard's technical standards are incorporated during the requirements development process. Further, the acquisition directorate's program and project managers are to be held accountable for ensuring that the assets it procures fulfill operational requirements and the technical authority standards. The relationships between Coast Guard directorates in executing their systems integrator roles are represented graphically in figure 1.

Figure 1: Directorate Relationships

Source: GAO analysis based on Coast Guard documents.

When it contracted with ICGS, the Coast Guard had limited insight into how the contractor's proposed solution would meet overall mission needs, limiting its ability to justify the proposed solution and make informed decisions about possible trade-offs. To improve its insight, the capabilities directorate has initiated a fundamental reassessment of the capabilities and mix of assets the Coast Guard needs to fulfill its Deepwater missions. The goals of this fleet mix analysis include validating mission performance requirements and revisiting the number and mix of all assets that are part of the Deepwater Program. A specific part of the study will be to analyze alternatives and quantities for the Offshore Patrol Cutter, an asset which accounts for a projected \$8 billion of the total Deepwater costs. According to an official, the results of this analysis are expected in the summer of 2009. Coast Guard leadership plans to assess the results and make future procurement decisions based on the analysis.

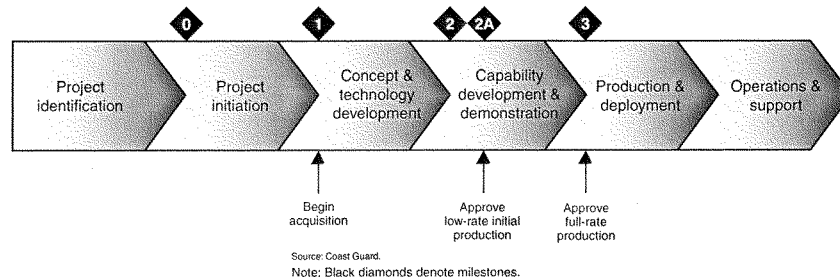
In conjunction with its assuming the role of systems integrator, the Coast Guard has significantly reduced the scope of work on contract with ICGS. In March 2009, the Coast Guard issued a task order to ICGS limited to program management tasks such as data management and quality assurance for assets currently under contract with ICGS including C4ISR, the Maritime Patrol Aircraft (MPA), and the NSC. The Coast Guard is currently developing plans to transition these functions from ICGS to the Coast Guard or an independent third party by February 2011 when this task order expires. For assets procured or planned to be procured outside of the ICGS contract such as the Offshore Patrol Cutter, systems engineering and program management functions are expected to be carried out by the Coast Guard with support from third parties and

contractors. According to officials, the Coast Guard has no plans to award additional orders to ICGS for systems integrator functions within the current award term or for any work after the award term expires in January 2011.³

As Asset-level Management Gets Underway, Production and Award of New Contracts Are Proceeding Despite Some Gaps in Knowledge

Since our June 2008 report on the Deepwater Program, and taking into account our recommendation, the Coast Guard has improved its MSAM process.⁴ For example, the process now dictates that the acquisition project and program managers work collaboratively with the technical authorities as described above. The MSAM process was revised to require acquisition planning and an analysis of alternatives for procurement to start at an earlier stage, which is intended to help inform the budget and planning processes. Other improvements include the adoption of our recommendation for a formal design review, Milestone 2A, before authorizing low-rate initial production. The MSAM phases and milestones are shown in figure 2.

Figure 2: Major Systems Acquisition Manual (MSAM) Phases and Milestones



³In June 2002, the Coast Guard awarded the Deepwater contract to ICGS. The award was an indefinite delivery, indefinite quantity contract with a 5-year base period and five potential extensions of the contract (award terms) of up to 5 years each. Based on the government's assessment of its performance, ICGS earned one award term of 43 months. According to Coast Guard officials, the Coast Guard and ICGS have executed a bilateral contract modification removing any future award terms from the ICGS contract.

⁴GAO-08-745.

Because the Coast Guard previously exempted Deepwater from the MSAM process, assets were procured without following a disciplined program management approach. Recognizing the importance of ensuring that each acquisition project is managed through sustainable and repeatable processes and wanting to adhere to proven acquisition procedures, in July 2008, the Coast Guard set a goal of completing the MSAM acquisition management activities for all Deepwater assets by the second quarter of fiscal year 2009. However, of the 12 Deepwater assets in the concept and technology development phase or later, 9 are behind plan in terms of MSAM compliance. In the meantime, the Coast Guard has proceeded with production and awarded new contracts without all of the knowledge it needs to ensure that the capabilities it is buying will meet Coast Guard needs within cost and schedule constraints.

For assets already in production, such as the MPA and the NSC, the Coast Guard has made some progress in the past year in retroactively developing acquisition documentation with the intent of providing the traceability from mission needs to operational performance that was previously lacking. For example, the Coast Guard approved an operational requirements document for the MPA in October 2008 to establish a formal performance baseline and identify attributes for testing. Through this process, the Coast Guard discovered that ICGS's requirement for operational availability (the amount of time that an aircraft is available to perform missions) was excessive compared to the Coast Guard's own standards. According to a Coast Guard official, the ICGS requirement would have needlessly increased costs to maintain and operate the aircraft.

Even as the Coast Guard gains this additional knowledge about MPA requirements, it is continuing with this procurement despite not having completed operational testing. According to the MSAM, testing in an operational environment should be completed with the initial production variants of an asset to demonstrate that capabilities meet requirements before committing to larger purchases. An approved test plan helps ensure that the tests conducted are clearly linked to requirements and mission needs. While the MPA began an operational assessment in July 2008, the Coast Guard still lacked, as of March 2009, a test plan approved by DHS and endorsed by its independent test authority, the Navy's Commander Operational Testing and Evaluation Force. With 11 of 36 MPAs already on

contract, the Coast Guard has completed an operational assessment⁶ but does not plan to complete operational testing until the fiscal year 2011 time frame. Similarly, according to Coast Guard officials, operational testing of the NSC, conducted by the Coast Guard's independent test authority, has begun in the absence of an approved test plan, which is now expected in July 2009. By the time testing is scheduled to be completed in 2011, the Coast Guard plans to have six of eight NSCs either built or on contract.

According to the MSAM process, operational requirements must be approved before procuring an asset. However, since committing to the MSAM process, the Coast Guard has awarded new contracts for assets without having all required acquisition documentation in place, due to its determination that the need for these capabilities is pressing. This situation puts the Coast Guard at risk of cost overruns and schedule slips if it turns out that what it is buying does not meet requirements.

- In September 2008, after conducting a full and open competition, the Coast Guard awarded an \$88.2 million contract for the design and construction of a lead Fast Response Cutter. However, the Coast Guard does not have an approved operational requirements document or test plan for this asset. Recognizing the risks inherent in this approach, the Coast Guard developed a basic requirements document and an acquisition strategy based on procuring a proven design. These documents were reviewed and approved by the Coast Guard's capabilities directorate, the engineering and logistics directorate, and chief of staff before the procurement began. According to a Coast Guard official, the Coast Guard intends to have an approved operational requirements document before procuring additional ships.
- In February 2009, the Coast Guard issued a \$77.7 million task order to ICGS for a second segment of C4SIR design and development, before developing its requirements for performance. Design and development costs for the first segment increased from \$55.5 million to \$141.3 million. According to Coast Guard officials, this increase was due in part to the structure of the ICGS contract under which the Coast Guard lacked visibility into the software development processes and

⁶The focus of an operational assessment is on significant trends noted in development efforts, programmatic voids, risk areas, adequacy of requirements, and the ability of the program to support operational testing. An operational assessment may be conducted at any time using technology demonstrators, prototypes, mock-ups, engineering development models, or simulations, but is not to substitute for initial operational testing and evaluation.

requirements. Furthermore, ICGS's C4ISR solution for the Deepwater Program contains proprietary software. The Coast Guard has acquired data rights to the software and, according to Coast Guard officials, has determined that the capabilities it is buying meet Coast Guard technical standards for maintenance, logistics, and interoperability.

**Coast Guard
Developing More
Realistic Cost
Estimates for
Deepwater Assets, but
Cost Reporting May
Not Keep Congress
Fully Informed**

Since the establishment of the \$24.2 billion baseline for the Deepwater program in 2007, the anticipated cost, schedules, and capabilities of many of the Deepwater assets have changed, in part due to the Coast Guard's increased insight into what it is buying. The purpose of the 2007 baseline was to establish cost, schedule, and operational requirements for the Deepwater system as a whole; these objectives were then allocated to the major assets. Coast Guard officials have stated that this baseline reflected not a traditional cost estimate but rather the anticipated contract costs as determined by ICGS. Furthermore, the Coast Guard lacked insight into how ICGS arrived at some of the costs for Deepwater assets.

As the Coast Guard has assumed greater responsibility for management of the Deepwater Program, it has begun to improve its understanding of costs by establishing new baselines for individual assets based on its own cost estimates. These baselines begin at the asset level and are developed by Coast Guard project managers, validated by a separate office within the acquisition branch and, in most cases, are reviewed and approved by DHS. The estimates use common cost estimating procedures and assumptions, and may account for costs not previously captured. Beginning in August 2008 the Coast Guard began submitting new baselines to DHS. To date, 10 asset baselines have been submitted to DHS and 4 have been approved. These new baselines are formulated using various sources of information depending on the acquisition phase of the asset. For example, the baseline for the NSC was updated using the actual costs of material, labor, and other considerations already in effect at the shipyards. The baselines for other assets, like the MPA, were updated using independent cost estimates. As the Coast Guard approaches major milestones, such as the decision to enter low-rate initial production or begin system development, officials have stated that the cost estimates for all assets will be reassessed and revalidated.

**Better-informed Baselines
Suggest Deepwater Costs
Could Exceed \$24.2 Billion**

As the Coast Guard has developed its own cost baselines for Deepwater assets, it has become apparent that some of the assets it is procuring will likely cost more than anticipated. While the Coast Guard is still in the process of communicating the effect and origin of these cost issues to

DHS, information available to date for assets shows that the total cost of the program will likely exceed \$24.2 billion, with potential cost growth of approximately \$2.1 billion through the life of the Deepwater Program. As more baselines are approved by DHS, further cost growth may become apparent. Table 2 provides the estimates of asset costs available as of April 2009. It does not reflect the roughly \$3.6 billion in other Deepwater costs, such as program management, that the Coast Guard states do not require a new baseline.

Table 2: Changes from 2007 Deepwater Baseline (Then-year dollars in millions)

Asset	2007 baseline	Current estimate (as of April 2009)	Change
National Security Cutter	3,450	4,749	1,299
Offshore Patrol Cutter	8,098	baseline in development, due November 2009	
Fast Response Cutter ^a	3,206	baseline with DHS	
Medium Endurance Cutter Sustainment	317	321 ^b	4
Patrol Boat Sustainment	117	194 ^b	77
Maritime Patrol Aircraft	1,706	2,223	517
HC-130J Long-Range Surveillance Aircraft	11	167 ^c	156
HC-130H Long-Range Surveillance Aircraft	610	baseline with DHS	
HH-65 Multimission Cutter Helicopter	741	baseline with DHS	
HH-60 Medium Range Recovery Helicopter	451	baseline with DHS	
Cutter Small Boats	110	baseline in development, due June 2009	
Unmanned Aerial System	503	baseline in development	
C4ISR	1,353	baseline with DHS	

Source: GAO analysis of Coast Guard documentation.

^aIn the 2007 baseline, costs for two variants of the Fast Response Cutter were presented. The new baseline will represent the total costs for the recently awarded design.

^bReflects the threshold, or maximum allowable, cost.

^cReflects estimate presented in the Coast Guard's Fiscal Year 2008 Deepwater Expenditure Plan. The initial estimate of \$11 million only included fleet introduction costs and did not include the acquisition cost of the aircraft or installation of the mission systems.

The effort by the Coast Guard to develop new baselines provides not only a better understanding of the costs of the Deepwater assets, but also insight into the drivers of any cost growth. For example, the new NSC baseline attributes a \$1.3 billion rise in cost to a range of factors, from the additional costs to correct fatigue issues on the first three cutters to the rise in commodity and labor prices. The additional \$517 million needed to

procure all 36 MPA is attributed primarily to items that were not accounted for in the previous baseline, including a simulator to train aircrews, facility improvements, and adequate spare parts. By understanding the reasons for cost growth, the Coast Guard may be able to better anticipate and control costs in the future.

The Coast Guard has structured some of the new baselines to show how cost growth could be controlled by making trade-offs in asset quantities and/or capabilities. For example, the new MPA baseline provides cost increments that show the acquisition may be able to remain within its initial allotment of the overall \$24.2 billion if 8 fewer aircraft are acquired. Coast Guard officials have stated that other baselines currently under review by DHS present similar cost increments. This information, if combined with data from the fleet mix study to show the effect of quantity or capability reductions on the system-of-systems as a whole, offers a unique opportunity to the Coast Guard for serious discussions of trade-offs.

The Coast Guard's reevaluation of baselines has also changed its understanding of the delivery schedules and capabilities of Deepwater assets. According to the new baselines, a number of assets will be available for operational use later than originally anticipated. This includes a 12-month delay for the NSC to reach its initial operating capability and an 18-month delay for the MPA. Coast Guard officials stated that the restructuring of the unmanned aircraft and small boat projects has delayed the deployment of these assets with the NSC and affects the ship's anticipated capabilities in the near term. We plan to report later this summer on the operational effect of the delays in the NSC project.

**Current Budget Reporting
Lacks Detail at Asset
Level, and May Not
Adequately Inform
Congress**

While the Coast Guard plans to update its annual budget requests with asset-based cost information, the current structure of its budget submission could limit Congress's understanding of details at the asset level. The budget submission presents total acquisition costs only at the overall Deepwater system level (\$24.2 billion), and the description of funding for individual assets does not include key information such as costs beyond the current 5-year capital investment plan, i.e., life-cycle costs, or the total quantities of assets planned. For example, while the justification of the NSC request includes an account of the capabilities the asset is expected to provide, how these capabilities link to the Coast Guard's missions, and details on what activities past appropriations have funded, it does not include estimates of total program cost, future award

or delivery dates of remaining assets, or even the total number of assets to be procured.

Our past work has emphasized that one of the keys to a successful capital acquisition, such as the multibillion-dollar ships and aircraft the Coast Guard is procuring, is budget submissions that clearly communicate needs.⁶ A key part of this communication is to provide decision makers with information about cost estimates, risks, and the scope of a planned project before committing substantial resources to it. Good budgeting also requires that the full costs of a project be considered upfront when decisions are made. Other agencies within the federal government that acquire systems similar to those of the Coast Guard capture these elements in justifications of their requests. To illustrate, table 3 provides a comparison of the information found in the NSC budget justification with that used by the Navy for its shipbuilding programs.

Table 3: Comparison of Budget Justifications

	Prior year allocation	Current request	5-year outlook	Future contract awards	Total acquisition cost	Total asset quantities
Coast Guard (NSC)	X	X	X			
Navy	X	X	X	X	X	X

Source: GAO analysis.

While the Coast Guard does include some of this information in its asset-level Quarterly Acquisition Reports to Congress and the Deepwater Program Expenditure Report, these documents are provided only to the appropriations committees, and the information is restricted due to acquisition sensitive material.

⁶GAO, *Executive Guide: Leading Practices in Capital Decision-Making*, GAO/AIMD-99-32 (Washington, D.C.: December 1999).

**Coast Guard Having
Difficulty Staffing
Government
Acquisition Positions
but Working To
Improve Processes**

One reason the Coast Guard originally sought a systems integrator was because it recognized that it lacked the experience and depth in its workforce to manage the acquisition internally. Now that the Coast Guard has taken control of the Deepwater acquisition, it acknowledges that it faces challenges in hiring and retaining qualified acquisition personnel and that this situation poses a risk to the successful execution of its acquisition programs. According to human capital officials in the acquisition directorate, as of April 2009, the acquisition branch had funding for 855 military and civilian personnel and had filled 717 of these positions—leaving 16 percent unfilled. The Coast Guard has identified some of these unfilled positions as core to the acquisition workforce, such as contracting officers and specialists, program management support staff, and engineering and technical specialists. Even as it attempts to fill its current vacancies, the Coast Guard plans to increase the size of its acquisition workforce significantly by the end of fiscal year 2011.

**Coast Guard Has
Expanded Collaboration
with Independent Third
Parties and Increased Use
of Support Contractors to
Assist with Acquisition**

To supplement and enhance the use of its internal expertise, the Coast Guard has increased its use of third-party, independent experts outside of both the Coast Guard and existing Deepwater contractors. For example, a number of organizations within the Navy provided independent views and expertise on a wide range of issues, including testing and safety. In addition, the Coast Guard will use the American Bureau of Shipping, an independent organization that establishes and applies standards for the design and construction of ship and other marine equipment, as an advisor and independent reviewer on the design and construction of the Fast Response Cutter. The Coast Guard has also begun a relationship with a university-affiliated research center to augment its expertise as it executes its fleet mix analysis.

In addition to third party experts, the Coast Guard has been increasing its use of support contractors. Currently, there are approximately 200 contractor employees in support of the acquisition directorate—representing 24 percent of its total acquisition workforce—a number that has steadily increased in recent years. These contractors are performing a variety of services—some of which support functions the Coast Guard has identified as core to the government acquisition workforce—including project management support, engineering, contract administration, and business analysis and management. While support contractors can provide a variety of essential services, their use must be carefully overseen to ensure that they do not perform inherently governmental roles. The Coast Guard acknowledges this risk and is monitoring its use of support contractors to properly identify the functions they perform, as well as

developing a policy to define what is and what is not inherently governmental.

Coast Guard Has Made Progress in Identifying and Mitigating Acquisition Workforce Challenges

While the Coast Guard may be hard-pressed to fill the government acquisition positions it has identified both now and in the future, it has made progress in identifying the broader challenges it faces and is working to mitigate them. The Coast Guard has updated two documents key to this effort, the *Blueprint for Acquisition Reform*, now in its third iteration, and the *Acquisition Human Capital Strategic Plan*, which is in its second iteration. Each document identifies challenges the Coast Guard faces in developing and managing its acquisition workforce and outlines initiatives and policies to meet these challenges. For example, the Acquisition Human Capital Strategic Plan lays out three overall challenges and outlines over a dozen strategies the Coast Guard is pursuing to address them in building and maintaining an acquisition workforce. The discussion of strategies includes status indicators and milestones to monitor progress, as well as supporting actions such as the formation of partnerships with the Defense Acquisition University and continually monitoring turnover in critical occupations. The *Blueprint for Acquisition Reform* supports many these initiatives and provides deadlines for their completion. In fact, the Coast Guard has already completed a number of initiatives including

- achieving and maintaining Level III program manager certifications,
- adopting a model to assess future workforce needs,
- incorporating requests for additional staff into the budget cycle,
- initiating tracking of workforce trends and metrics,
- expanding use of merit-based rewards and recognitions, and
- initiating training on interactions and relationships with contractors.

Concluding Observations

In conclusion, I'd like to emphasize several key points as we continue to oversee the various Coast Guard initiatives discussed today. It is important to recognize that Coast Guard leadership has made significant progress in identifying and addressing the challenges in taking on the role of systems integrator for the Deepwater Program. The Coast Guard is continuing to build on this progress by starting to follow a disciplined program management approach that improves its knowledge of what is required to meet its goals. An important component of this approach is gaining realistic assessments of needed capabilities and associated costs to enable the Coast Guard and Congress to better execute decision making and

oversight. The Coast Guard's ability to build an adequate acquisition workforce is critical, and over time the right balance must be struck between numbers of government and contractor personnel. Until the Coast Guard gains a thorough understanding of what it is buying and how much it will cost, and is able to put in place the necessary workforce to manage the Deepwater Program, it will continue to face risks in carrying out this multibillion dollar acquisition.

Mr. Chairman, this concludes my statement and I would be happy to respond to any questions the committee may have.

GAO Contact and Acknowledgements

For further information about this testimony, please contact John P. Hutton, Director, Acquisition and Sourcing Management, at (202) 512-4841, huttonj@gao.gov. Other individuals making key contributions to this testimony include Michele Mackin, Assistant Director; Greg Campbell;Carolynn Cavanaugh; J. Kristopher Keener; Angie Nichols-Friedman; and Sylvia Schatz.

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JOHN P. HUTTON

Mr. John Hutton is a Director at the U.S. Government Accountability Office (GAO), working for the Acquisition and Sourcing Management Team. In this capacity, he provides direct support to congressional committees and members on a range of acquisition and sourcing issues aimed at improving federal agencies' ability to buy products and services efficiently and effectively. Throughout his GAO career, he has worked on a wide range of issues. Prior to his appointment to the Senior Executive Service, he led GAO reviews related to such diverse issues as Iraq and Afghanistan reconstruction, U.S.-Mexico border infrastructure, US and international efforts to combat AIDS, and the promotion of U.S. exports. This work led to several dozen reports and testimonies. Mr. Hutton began his GAO career in 1978 and from 1983 to 1987, he served in GAO's former European Office in Frankfurt, Germany, where he focused largely on defense and foreign affairs issues.

Mr. Hutton is a native of Chicopee, Massachusetts and he received a Bachelor of Arts, Public Administration, from American International College in 1977, a Masters Degree in Public Administration from Syracuse University's Maxwell School in 1979, and a Masters in National Security Strategy from the National War College in 2002. He also attended the Senior Executive Fellows Program at Harvard in 2005. Mr. Hutton has received numerous awards at GAO for outstanding performance, including GAO's Meritorious Service Award.

PERFORMANCE OBJECTIVES AND GAPS

Mr. PRICE. Thank you very much. We will now proceed to questions. Admiral, focusing on your current operational needs, how do you assess those and what kind of indicators you using in communicating what those needs are? Much of the discussion of Coast Guard operations always focuses on what you call "gaps", patrol boat mission hour gaps, maritime patrol aircraft mission hour gaps, major cutter mission hour gaps and so forth. And of course the idea is to reflect a shortfall in the number of mission hours needed by a particular boat or aircraft to do a critical job.

I do not believe we have had an update for over a year now in exactly the kind of gaps that you estimate, but assuming that they have not changed in great magnitude, it is unclear to me to what extent these gaps actually reflect the reality of the Coast Guard's needs. I hope you can understand what these gap estimates are, where they stand in relation to your overall assessment of mission capability.

The Coast Guard has acknowledged that it is only able to deploy its patrol boats for example and their crews to meet 43 percent of the total patrol hour needs. This reflects a 400,000 hour patrol boat mission gap so-called.

The Coast Guard's assessments, though, of its overall missions capability do not seem to reflect these gap assessments, and that is what I want to ask you about. The Coast Guard claimed in a response to this Committee that it was nonetheless meeting its program objectives basically for maritime security. The Coast Guard indicated that their requirements are being met by taking a layered approach using a number of different resources, but of course some of those resources are precisely the ones where the gaps have been identified.

So I would appreciate your helping us understand this. What do you mean when you say your objectives are being met and that they are being met by using this layered approach? And how congruent is that or how does that measure up alongside the gap numbers that we have been given? How do you assess whether you are meeting the performance objectives and how does that relate to the way the Coast Guard numbers determines the number of patrol hours that it needs?

Admiral ALLEN. Mr. Chairman, those are all very good questions. If I could give you a little bit of a retrospective?

We were provided a baseline performance level with the Integrated Deepwater System when we awarded the contract. It was clear following the events of 9/11 that our operating environment had changed. In 2005, the Coast Guard conducted what we called a performance gap analysis, and that provided the baseline that we have used since then in talking about either aircraft, cutters or patrol boats.

I agree with you there is ambiguity regarding our performance, what it is we are trying to do out there, where these gaps are and what they actually mean. Part of that relates to the fact that our current performance indicators predate 9/11, and I think a lot of them need to be reevaluated.

What we need to do is go back and take a look at the 11 missions the Coast Guard is statutorily required to conduct right now. It has been since 2005. As we all know and as was stated in the opening statements, there has been a fundamental change out there in the threat environment we are looking at.

And I am not quite sure that the performance indicators that we use right now, whether it is marine safety deaths, lives saved, migrants interdicted, that have been basically in place in the Coast Guard since before 9/11, before we went into the Department of Homeland Security, are giving us the right calculus to be able to reconcile the demand for hours out there versus those performance parameters.

A couple of examples to go with that. While we have lost patrol boat hours, the threat in the Straits of Florida of illegal Cuban migration has actually dropped, so while there are fewer hours to be devoted to that the threat has decreased. In fact, we see a diversion of Cuban migrants now actually entering through the southwest border through Mexico.

Those types of changes in our operating environment are not adapted very well to the performance gap analysis or our performance measures. For that reason, we have initiated a fleet mix analysis to try and re-baseline where we are at, and we will be working on that through the next year.

I cannot give you a plain answer right now, but in my view there is a disconnect between our performance measures and the baseline that we established in 2005, sir.

Mr. PRICE. Well, thank you. That does help clarify the possible discrepancies that we see sometimes in the assessments of mission capabilities. We take these gap figures very seriously. When you say that only 43 percent of the total patrol hour needs are being met, that is a warning sign, and of course—

Admiral ALLEN. Yes, sir.

Mr. PRICE [continuing]. The assessment of that underlies a lot of the funding that we devote to building up these capabilities.

Are you saying that these numbers are not all that they appear to be? I mean, what kind of major qualifying factors are we talking about here when you come in and say that despite these gaps, the mission requirements are basically being met or the layered approach that results in their being met?

Admiral ALLEN. Yes, sir. What that means is where we might have a Medium Endurance Cutter or patrol boat we might be using another platform to fill those hours to fill that mission effect.

For an example, we not routinely, but when we need to, we will move a buoy tender into a place where we might have a Medium Endurance Cutter or patrol boat and have them actually do a law enforcement patrol or activities, whether it is migrant interdiction or fisheries, because that is a platform we have to apply to that mission set to fill those hour gaps.

We have on many occasions, especially since the 123s were removed from service, used buoy tenders to do law enforcement operations. That would be one of the coping mechanisms to provide those hours, sir.

Mr. PRICE. Mr. Hutton, do you have any comment on the kind of measures that we are talking about and the way they have been

utilized? The Admiral of course has said that the more sophisticated indicators are on the way or a revised system for measuring mission capabilities. How does the work you and your agency have done reflect on this?

Mr. HUTTON. Thank you, Mr. Chairman. That particular issue is handled by one of my colleagues at GAO.

I am pretty much focusing on the Deepwater Acquisition Program, but we would certainly be happy to work with you or your staff to provide a detailed answer to any particular question you might have.

Mr. PRICE. Well, to the extent the work that you have done is relevant and pertinent to this line of questioning, I would appreciate your furnishing that for the record—

Mr. HUTTON. Certainly.

Mr. PRICE [continuing]. And then of course we will follow up.

Mr. Rogers.

NATIONAL SECURITY CUTTER

Mr. ROGERS. Let me focus on the National Security Cutter, if you do not mind. As I understand it, a total of eight of these cutters are planned to replace the aging 378 foot High Endurance Cutters.

I have seen some of the material that depicts the deterioration of those cutters, rusting areas where you can see straight through to the sea and so on. Some of these are more than 50 years old I understand, Admiral. Is that correct?

Admiral ALLEN. The 1940s. Yes, sir.

Mr. ROGERS. So you need a total of eight to replace these old cutters. The first was commissioned August 4, 2008. I am told that number two is about 75 percent complete.

Admiral ALLEN. That is correct, sir.

Mr. ROGERS. And funding for numbers one through three is almost complete less some post delivery costs, and then the 2009 Act that we passed provided \$353.7 million for number four, but that did not fully support the cost to award a contract for production due to overruns attributable to increases in costs of material and labor.

The stimulus bill did not address that shortfall, which is I think about \$224 million. Correct me if I am wrong on these numbers.

Admiral ALLEN. Go ahead, sir.

Mr. ROGERS. Therefore, you have to rely upon funds in the 2010 budget to award a contract for number four. Is that right?

Admiral ALLEN. Yes, sir.

Mr. ROGERS. Now, the number four costs I am told are estimated to be just over \$600 million, but apparently what 2010 needs is monies to award the contract on number four, and we have to then figure out numbers five through eight.

I am wondering. If you do not get the monies in the 2010 budget what impact would that have on your ability to negotiate a reasonable fixed price contract for numbers five through eight?

I mean, it seems to me like if you can get the monies in 2010 it would give you a bargaining position with Northrop Grumman on the costs at a fixed rate for five through eight. Am I wrong or crazy about that?

Admiral ALLEN. Mr. Rogers, it is always much preferable to lock in a quantity and a price at an earlier date, especially for the purposes of a firm fixed price contract, even one with an economic price adjustment.

It is our intent to put number four on contract in 2010, and depending on the outcome of the budget deliberations we would anticipate trying to achieve the best mix of stabilized requirements, stabilized costs and stabilized funding.

In the best of all possible worlds, you would want to put as many hulls under contract under fixed price as you could, sir.

Mr. ROGERS. Well, what would it take in 2010 to keep the cutter procurement on track and its cost reasonable? What dollar figure would it take?

Admiral ALLEN. Sir, I would be glad to answer for the record. It depends on whether or not you are awarding four or awarding a combination of four and five. We can give you that information, sir.

There are two different numbers because there is a different price if you are only ordering for one ship, sir.

Mr. ROGERS. You do not have that available today?

Admiral ALLEN. I can get it to you. Yes, sir. I do not have it in front of me right now.

Mr. ROGERS. Okay. I would like to know that today if we can do it, if you have it.

Admiral ALLEN. Yes, sir.

Mr. ROGERS. If you would like to confer briefly, I would be willing.

[Pause.]

Admiral ALLEN. We will get it for you, sir.

Mr. ROGERS. Today?

Admiral ALLEN. Yes, sir.

[The information follows:]

Under the latest acquisition program baseline (APB) for the National Security Cutter (NSC), finalized on December 8, 2008, the Coast Guard requires \$281.5 million to complete National Security Cutter (NSC) #4. The President's Budget provides this funding. The supporting cost estimates for the current APB assume \$587 million to procure NSC-5 (including \$107.1 million for Long Lead Time Materials and \$470 million to award a production contract to the shipbuilder). The 2010 Request recognized that future procurements will more successfully meet cost and schedule milestones if risks and unknowns are reduced by fully completing testing and shakedown of the lead ship. Coast Guard anticipates NSC-1 full acceptance in early 2010, which would trigger procurement of the next cutter (NSC-5) in 2011.

SOUTHWEST BORDER DRUG CONTROL EFFORTS

Mr. ROGERS. Yes. Let me switch gears quickly. The Mexican drug war, the border, the border war, if you will. What role, if any, or what role does the Coast Guard play in the drug smuggling operations across the southwest border?

Admiral ALLEN. A fairly significant role, sir, but when I consider the southwest border I not only consider the border with U.S. and Mexico. I consider the border between Mexico and Central America.

We have operations at both ends of the border on our maritime boundaries with Mexico, but, sir, quite frankly, when I look at the drug flow, and I am speaking now as not only the Commandant of the Coast Guard, but the Chairman of the Interdiction Committee. Our best course of action is not to allow drugs from South America

to get to Central America or Mexico. It is much harder to stop them the further north they get.

It is the Coast Guard's position and I believe it is the position of most of the agencies that are working down with Joint Inter-agency Task Force South out of Key West that the closer we can take down these drugs to the source the more effective and efficient we will be. When those drugs enter Mexico, there will be a difficulty in stopping them. It increases astronomically.

Mr. ROGERS. Well, I am told that 90 percent or so of the heroin entering this country and cocaine and others, that 90 percent of that coming into the country comes across the Mexican border.

If you know, what percent of the drugs coming across that border come into Mexico by way of sea versus land? Do you know?

Admiral ALLEN. Yes, sir. The most prevalent indicator is the flow of cocaine from South America north.

Somewhere anywhere between—it varies any particular year—85 up to 95 percent of the cocaine entering Mexico comes by non-commercial maritime means from South America. That would be fishing vessels, Go-Fast boats, the recently introduced self-propelled semi-submersibles.

There is some trafficking via containers and aircraft and other routes, but without a doubt the predominance of drugs moving from South America to Mexico is on noncommercial maritime means, sir.

Mr. ROGERS. And are you involved in the interdiction of those drugs on the seas?

Admiral ALLEN. Yes, sir. It is a combined partnership, and it is very, very effective.

As a result of the National Defense Authorization Act of 1989, the Department of Defense was authorized to do detection and monitoring as part of the war on drugs. We work in combination with Joint Interagency Task Force South under U.S. Southern Command.

They detect and monitor, and when a vessel is found that requires a law enforcement boarding that asset is shifted to the local Coast Guard command, either the one out of Miami or California, and the Coast Guard executes what we would call an in-game and does the boarding under our law enforcement authority. It is one of the most effective operations I have encountered in my career, sir.

Mr. ROGERS. You are maintaining a patrol boat presence both on the east and west coasts of Mexico?

Admiral ALLEN. Yes, sir, we are, but I would also add that it is not just the United States Coast Guard. It is our Navy partners. We also have international coalition partners, and we also are supported by aviation assets from Customs and Border Protection. They are critical to our success, sir.

Mr. ROGERS. Are you getting good cooperation from the Mexican Government?

Admiral ALLEN. We are, sir. They are great partners, and we have had some considerable successes.

In the last year, one of the more noteworthy successes was the discovery of a self-propelled semi-submersible several hundred

miles off the coast of Mexico that we had no surface assets to respond to. It was located by one of our maritime patrol aircraft.

We provided that information to the Mexican Government. They actually launched a response in less than an hour and had their Special Forces fast rope down on a self-propelled semi-submersible that was actually moving in an extraordinary operational feat.

It is indicative of the level of cooperation and their intent to deal with this problem, sir.

Mr. ROGERS. Thank you.

Mr. PRICE. Thank you. Ms. Lowey.

SMALL BOAT THREATS

Ms. LOWEY. Thank you, Mr. Chairman, and thank you, gentlemen.

Last November a group of terrorists attacked multiple targets in Mumbai. The terrorists were believed to have entered the area in relatively small speedboats.

Admiral Allen, does the Coast Guard view the travel methods used by the Mumbai terrorists as a potential threat to the United States, and what is the Coast Guard doing to prevent a similar illegal entry from occurring in the United States?

I would think that the response to this potential threat, terrorists using small vessels to enter the United States, has similarities to the Coast Guard's work to prevent drug smugglers in Go-Fast boats from entering the United States.

So when the Coast Guard, Customs and Border Protection or any other agency identifies and pursues a suspicious vessel headed toward the United States, in what percentage of instances are those vessels intercepted? If you can just discuss the whole issue and what you are doing about it?

Admiral ALLEN. Yes, ma'am. Thank you very much for the question. Let me provide some context.

Internationally—we are talking about international maritime traffic right now—most of the regulatory schemes and controls that are placed on vessels apply to vessels that are greater than 300 gross tons. That is pretty much the cutoff for international convention and rulemaking.

A 300 ton gross vessel, just to give you an idea, would be somewhere between a 60 or an 80 foot vessel. Below that threshold is up to the different nations to apply domestic controls over them, although we are talking with the International Maritime Organization about security issues with small vessels less than 300 gross tons.

In this country there are three groups of vessels that predominate that area below 300 gross tons: First are recreational boats, the second are fishing vessels, and the third are uninspected tow boats and work boats. You have a lower level below that of personal watercraft and boats that are not powered by engines.

In general, these three classes of vessels are loosely not regulated. They are not required to carry any locating devices, and in some cases there is not an equal application of operator licensing across all the states. We have a challenge in boarding these vessels and identifying who is operating them, the competency to operate

them, and in this case it is not only a security issue, but it is a safety issue as well.

I have long regarded, since I became Commandant in 2006, this being probably the area where we need to mature the maritime security regime in this country. You asked for facts and figures. It would be difficult to give you that because we do not have any persistent radar coverage around the coast of the United States as we do with the air traffic control system.

If you were flying a small plane to the United States and you got to 200 miles and you had not checked in and were not emanating from a transponder, you would be met with an interceptor and your intentions would be questioned.

We do not have that ubiquitous radar coverage or communication system that allows us to do that, and I think that is one of the persistent questions moving forward about where we are going to go in this country, ma'am.

SMALL BOAT SECURITY

Ms. LOWEY. Well, that is pretty depressing news.

Admiral ALLEN. That is reality.

Ms. LOWEY. Well, but what do we do with the reality? Putting aside the international cooperation, and you mentioned that those regulations are not in place, given the Mumbai incident or even dealing with the drugs, what do you recommend we do and how long does it take and what can this Congress do about it?

Admiral ALLEN. The steps we have taken since 9/11 are as follows: First of all, we have established advance notice of arrival requirements for shipping, and we have the crew, passenger and cargo manifests to see if there are any issues associated with those vessels greater than 300 gross tons. We have increased—

Ms. LOWEY. No. I am talking about the smaller vessels.

Admiral ALLEN. We have increased the advance notice of arrival requirements for any vessel that is reporting in from a foreign country that is a foreign flag vessel. They have to give the same requirement now, so we have lowered that down to include almost all vessels that are coming in from foreign, but that is a voluntary reporting based on regulations that have been issued.

What we do not have is surveillance so you can reconcile what is out there, who you know is there, are there anomalous vessels out there that need to be dealt with further offshore that might present a threat. To do that you are ultimately going to need a system of radars, in some cases video cameras, anomaly detection devices that can tell you if something is moving where it should not be. That has to be centrally watched at one of our sector command centers.

We are in the process of building out integrated operation centers and developing devices that can surveil and then bring in automated identification system information from the vessels that are transmitting, but it is an incremental process of putting that together and we are at the rudimentary stages of doing that, ma'am.

Ms. LOWEY. Mr. Chairman, I would strongly suggest that we get an in-depth briefing on this issue. There may be some information that you can share with us in another forum. But I think given

what happened in Mumbai, this is a major threat to the homeland, and I frankly would like to pursue this issue and work with you if necessary in another setting to get specifics.

Admiral ALLEN. Yes, ma'am. About two years ago we held a small boat security conference here in Washington and we looked at four scenarios. One of them was the use of small boats as a platform for a standoff weapon, such as a shoulder-held missile. The other one was a small boat used as a way to bring a weapon of mass destruction to the country.

The third was use of a small boat for a waterborne provided explosive device. The fourth scenario was the Mumbai scenario where a group of terrorists were actually delivered by small boat.

We looked at ways to increase reporting of U.S. citizens operating on the waterway. We established something called America's Waterway Watch so U.S. citizens can report that.

But, frankly, until we get to the detection monitoring sorted out and are able to identify targets of interest as a fixed regime in this country, we are still going to be somewhat at the mercy of a very large boating population out there that moves uninhibited.

Ms. LOWEY. Have you requested that funding from this committee?

Admiral ALLEN. We have. We have requested funding for inter-agency operation centers, the National Automated Identification System and the build out of our new sector command centers, ma'am. That is what that is intended to do. Yes.

Mr. PRICE. We will certainly work with—

Ms. LOWEY. Thank you.

Mr. PRICE [continuing]. The gentlewoman in formulating our budget certainly for next year, but also determining what further information we need.

Ms. LOWEY. Thank you so much, Mr. Chairman. Thank you, sir.

Mr. PRICE. Thank you. Mr. Kirk?

BALLAST WATER REGULATIONS

Mr. KIRK. Thank you, Mr. Chairman. I have said to Admiral Allen quite a bit in the past that I would not be here but for the Coast Guard, having been rescued as a 16-year-old from Lake Michigan.

I want to first say to you that we are very proud of what Station Wilmette and Air Station Chicago have done in southern Lake Michigan. We had about 13 people rescued out of Waukegan, and then we had a very dramatic heliborne rescue of the Fin Seeker, so seven people were saved. It was really outstanding flying by Lieutenant John McWilliams, who is permanently based in Traverse City, but down with us.

Admiral ALLEN. Yes, sir.

Mr. KIRK. Also Joe Previk at Waukegan is doing a great job, so I wanted you to know about that.

One of the great concerns we have is alien species in the Great Lakes. Canada and the United States jointly operate in the St. Lawrence Seaway. We have about 60 percent of the alien species in the Great Lakes have been brought in by foreign freighters.

We now have a set of conflicting and uncoordinated ballast water regulations coming forward from a number of states. I am won-

dering how are we doing in accelerating the Coast Guard sign-off or standardization of ballast water regulations so that we can have a coordinated federal response so that when we talk to the Canadians we are all speaking with one voice?

Admiral ALLEN. Yes, sir. First of all, I thank you for the question, and I agree completely. We need a coordinated response.

Over the last several years we have been working on a new ballast water standard. One of the issues is you are going to have industry develop equipment that can either treat ballast water or however you want to deal with it. You have to establish a standard of which how many organisms per milliliters of water—

Mr. KIRK. Right.

Admiral ALLEN [continuing]. That you want it to be able to be effective to. We have done environmental impact studies. We are ready to move this forward.

Right now the rule is under review with several other rulemakings under the new Administration, and we would hope to move that forward as soon as we can, sir.

Mr. KIRK. Okay. As one Navy guy to one Coast Guard guy, could we look lively here and get back to me?

Admiral ALLEN. Yes, sir. Full speed.

CHICAGO SHIP AND SANITARY CANAL

Mr. KIRK. Another concern that we have is the reason why the City of Chicago first existed is because we built a canal from Lake Michigan into the Mississippi Basin. It is called the Chicago Ship & Sanitary Canal. The Mississippi Basin is completely contaminated with the Asian carp, which has not yet hit the Great Lakes ecosystem. When it does, if it ever does, we would have a radical change in what we have.

We have an Army Corps barrier that basically electrifies that canal, but they are worried a little bit about ships going through this electric barrier and so it has just started operation at a rate of one volt per inch, which the scientists tell us may not be enough to stop the juvenile fish coming through the canal that would then radically alter the ecosystem for about—let me speak politically—128 congressional districts.

Admiral ALLEN. Roger, sir.

Mr. KIRK. Right. So I am wondering if we could have you look into having the Coast Guard allow the voltage to go up and just tell everybody when you are passing through this one 200-yard stretch of the canal stay in the boat, go quickly through, because if the Coast Guard forces the voltage to be too low you have a world of problems on another end that you did not realize.

Admiral ALLEN. Yes, sir. As you may know, the initial operation of the barrier is a one volt per inch, and there is an issue about whether or not the more frisky juvenile fish may try and get through there.

Mr. KIRK. Yes.

Admiral ALLEN. As you know, there is a second phase of this that would raise the voltage to four.

Mr. KIRK. Right.

Admiral ALLEN. We are looking at a trial on that this summer working with the Corps of Engineers. As you know, they are leading the way on this and we are a partner with them.

As you know, some of the things to look at are the potential personal hazards or the potential that there might be some kind of a spark or ignition source for any kind of vapors. We are working very close and we understand the threat there, and we will be as diligent as we can, sir.

Mr. KIRK. Everybody that uses this, if you put up a big sign saying this is the Asian carp barrier that you all know about and the reason why this is here is to prevent a radical change to the entire Great Lakes ecosystem so stay in the damn boat when you are going through.

Admiral ALLEN. Yes, sir. We are committed to testing at the four volts this summer, sir.

RESCUE 21 IN THE GREAT LAKES

Mr. KIRK. Okay. Last, Rescue 21. You know, obviously this may be inaccurate, but this is the Coast Guard's version of Link 16 and the interoperability, and we are all about that.

Rescue 21 is not coming to the Great Lakes until even if this Administration is re-elected until they are just about packing their bags and bolting. I am wondering how we can wait that long in one of the most used and recreational areas. We are only talking about nine million people on the south Lake Michigan shoreline. Is there any way we could accelerate the deployment of Rescue 21 so it is not being put in place as even a re-elected President Obama is leaving office?

Admiral ALLEN. Yes, sir. Well, it is a little sooner than that. What we are looking right now is, and the four sectors we are looking at are Detroit, Buffalo, Sault Ste. Marie and Sector Lake Michigan. The first one starts in November 2010. The fourth one will be done December 2011 under the current plan.

Mr. KIRK. Right.

Admiral ALLEN. Under the original layout of Rescue 21 we went out and we assessed gaps all around the country and we identified 88 gaps where there was not proper coverage with the existing VHF FM system. There are 12 of those in the Great Lakes that this would address.

The only barriers to moving the schedule to the left, are funding and issues we are running into now with tower placements and the environmental issues associated with that. But the only two constraints in accelerating anything in Rescue 21 are funding and environmental reviews, sir.

Mr. KIRK. Mr. Chair, just to finish, in the 88 gaps I just hope—you know, we always want to save the largest number of net Americans.

My scientific analysis of the southern Lake Michigan in June is there is about a gabillion boats out there, so my guess is we have a very high number of Americans on the water in this one AOR and so I am hoping that it will be quicker.

Admiral ALLEN. Yes, sir.

Mr. KIRK. Thank you.

Mr. PRICE. Thank you. Mr. Serrano.

CUBAN IMMIGRANTS

Mr. SERRANO. Thank you, Mr. Chairman, and thank you, gentlemen, for your testimony and for your service to our country.

I have a question to ask you, but before I do that your testimony inspires another question. You said that there are folks from Cuba coming through Mexico?

Admiral ALLEN. Yes, sir.

Mr. SERRANO. Traditionally they would come to Florida. As you know, the Cuban Adjustment Act allows Cubans to be the only people to my knowledge in the world that by touching land here can stay, are not considered illegal immigrants and can apply for citizenship sooner, earlier than anyone else.

Does it matter how they get here, to your knowledge?

Admiral ALLEN. No, sir, it does not. They just have to be present.

Mr. SERRANO. So as long as they get here. It does not matter if they come through Mexico or how else they get here?

Admiral ALLEN. Yes, sir. Not to extend past my area of knowledge from the Coast Guard into immigration, but——

Mr. SERRANO. Right.

Admiral ALLEN [continuing]. Once they are present in the country they have the opportunity to be paroled in for a year and then have their status adjusted.

NORTHERN BORDER PRIORITIES

Mr. SERRANO. Okay. Thank you. We spend a lot of time on this Committee, and rightfully so, discussing the southern border, but there is a lot of work also to be done on the northern border. How do your priorities differ on the two borders? We know that the northern border has a lot of waterways——

Admiral ALLEN. Yes, sir.

Mr. SERRANO [continuing]. Whereas the southern border does not except for a very famous river, no?

Admiral ALLEN. Yes, sir.

Mr. SERRANO. How does that differ? How do those priorities differ?

Admiral ALLEN. Well, you are correct, sir. There is a lot more waterway boundaries on the northern border.

Some of the things we are doing on the northern border are very important. Both borders are important to the Coast Guard. If I could take the Great Lakes first, that is a closed transportation system. We share the waters with Canada.

Recently in the last several years we have done a couple things to enhance our ability to protect the security of the nation up there. We have integrated border enforcement teams. They are called IBETs. These are basically multi-agency teams that operate at the various nodes, whether it is in Buffalo or Detroit or the other areas up there.

More recently we have started discussions with Customs and Border Protection. As we start to look to expand what they need to do for border protection to the northern border, we have all agreed that to set up a prototype joint Coast Guard CBP operation in Detroit might start yielding some lessons learned that would in-

form us how we need to deploy and conduct operations on the rest of the border.

In addition to that, over the last two to three years we have evolved something called a ship rider program with the Canadians. This is a program that the Coast Guard has entered into with Canada that allows us to put a boat out there with Coast Guardsmen on it and also Royal Canadian Mounted Police, and you basically can patrol right down the boundary. If you have a problem on either side of the border it can be attended to with the people that are on there.

It has proven extremely effective. We are looking to put that into effect this coming winter for the 2010 Winter Games that are going to be going on in Vancouver, which will cause a significant increase in traffic through the Straits of Juan de Fuca.

It is an extraordinary relationship that has really matured over the last three years. Are we where we need to be? Probably not, but I can tell you the progress has been good so far, and we are happy with where we are, sir.

WINTER OLYMPIC GAMES

Mr. SERRANO. So that relationship for the Games is one that you established with Canada?

Admiral ALLEN. Yes, sir.

Mr. SERRANO. Now, is there any other involvement from any of the countries that would be visiting through the teams that they will be bringing there?

Admiral ALLEN. Well, there is a separate security chief for the Olympics that is taking care of the venues themselves.

What we are concerned with is if you look at the Straits of Juan de Fuca the inbound channel is in U.S. waters. The outbound channel is in Canadian waters. We jointly manage that waterway with a vessel traffic service in Seattle and a vessel traffic service in Tofino, Canada.

What we are doing is this is a complete multinational joint operation in how we are managing that waterway for the Olympics, sir.

EXPANSION OF PIRACY

Mr. SERRANO. Right. Another quick question. We have all read and it is in the news day in and day out, the whole issue of the pirates at the high seas. This will probably spur another 20 Hollywood movies about pirates, you know.

But are there any signs, without getting into the information that I know you cannot give us in public; any signs of this kind of action taking hold anywhere else other than in that particular part of the world?

Admiral ALLEN. Yes, sir, there are. In past years we did have some problems in the Straits of Malaca, which separates Indonesia and Singapore and Thailand. It is a critical shipping route.

The incidence of piracy in the Straits of Malaca have dropped dramatically in the last year and half because local regional agreements had been made for doing monitoring and surveillance and passing information to the ships that are going through there.

Those kind of regional constructs need to be developed around the Horn of Africa, but there are a lot of challenges associated with

that due mostly to the lack of a viable political structure in Somalia, which is the real source there. In this case piracy is a symptom of the lack of a stable central government.

I would tell you there are also issues regarding piracy in the Niger delta on the west coast of Africa, and we have had issues involving U.S. flag offshore supply vessels being involved either with piracy or just criminal law enforcement—I mean criminal activities—from the gangs and the pirates that operate there, so it is an issue, sir.

Mr. SERRANO. Fine. Thank you so much. Thank you, Mr. Chairman.

Mr. PRICE. Thank you. Ms. Roybal-Allard.

SMALL VESSEL THREAT

Ms. ROYBAL-ALLARD. Admiral Allen, I would like to follow up just a little bit on the issue that was raised by Ms. Lowey regarding the small vessel threat. This is something, an issue that was raised by the Port of Long Beach.

They mentioned that a year had passed since the DHS had released the Coast Guard's document entitled the Small Vessel Security Strategy, yet according to the officials at the Port of Long Beach they have seen no concrete action taken to address the vulnerability posed by the small vessels, and they contend that rule-making on a national level is necessary to mitigate the small boat threat.

Can you elaborate if not now, and I know we are going to have another meeting on the small boat threat, but elaborate a little bit on what steps are being made to implement this small vessel security strategy, and do you think these national regulations make sense?

Admiral ALLEN. Yes, ma'am. I will tell you right up front—and I will tell you why in a minute—this is a very, very difficult question.

The strategies that were developed for small vessels as a result of our conference have to do with cooperation, information sharing, people working together to try and manage the waterway and report what is going on.

The one issue that we have had trouble addressing, and I will try and represent the boating community on this because there is not general agreement, is about how far should you drive down a carriage requirement for a transponder like piece of equipment so you can actually locate where every vessel is at? Should you have exclusion zones where you do not want small vessels operating?

We have an exclusion zone over the national capital for general aviation aircraft. And in general the discussion revolves around I would say how much of the aviation paradigm can you bring down to the water?

There is a great tradition in this country of autonomy and freedom of movement on the water. There is a great resistance in the recreational boating community and the fishing vessel community to regulations and having their movements restricted.

The technologies are there. There are other countries in the world that require tracking devices clear down to the jet ski level,

and countries like Singapore and Ecuador have more stringent transponder carriage requirements than we do.

I have talked extensively with the boating safety public and the boating public for the last three years. This is clearly an issue that they have concerns about. To go forward would require an extensive amount of consultation and quite frankly just some open discussion about their risks and the threats that are involved and the willingness to move forward on it.

I would be happy to continue that discussion. It is a very, very tough discussion, ma'am.

Ms. ROYBAL-ALLARD. Okay. Thank you. I would just like to mention that during the break I traveled to Latin America. I was in Mexico, Colombia, Panama and Brazil. Everywhere we went, one of the issues was national security and drug trafficking, and, in every country, they had high praise for the Coast Guard and the partnership that they have with the Coast Guard. In fact, they believe it was in Panama, they said, they needed more Coast Guard presence.

So I wanted you to know that you have a very good reputation in these countries, and they are very, very grateful for the partnership and the work that you are doing to help them to address the problems that they have.

Admiral ALLEN. Thank you, ma'am.

ACQUISITION WORKFORCE

Ms. ROYBAL-ALLARD. Mr. Hulton, you talked a little bit about the fact that only 16 percent of the positions in the Acquisitions Directorate are currently unfilled, and it is my understanding that the Coast Guard has projected that it is going to need a significantly larger acquisition workforce by the end of 2011. Could you elaborate just a little bit more on what the challenges are that you are facing in terms of hiring acquisitions staff and what is being done to address those challenges, or is there something that we need to do, as a Committee, to help you to address them?

Mr. HULTON. Thank you. I will start with, first, that acquisition workforce is a federal government issue, more broadly. I know that DoD is looking to fill a lot of acquisition workforce positions, as well as the Coast Guard or the broader DHS. We have done some work, for example, last November, just for contracting specialists types of positions. While we noted that the Coast Guard had a gap of, say, 16 percent, in some of the components in DHS, it is even larger. It might be closer to 30 percent.

So, more broadly, it is an issue that the federal government is trying to wrestle with and trying to get more people.

I know that there are certain authorities out there. Reemployed annuitants is one way that some government retirees that have a lot of acquisition workforce experience can come in. When we did some work—again, I think that report was issued last November—I believe there were two or three people that the Coast Guard had brought in roughly by that time, sometime in late 2007 or something like that.

That is one avenue, but I do not think that alone is going to get you to where they need to be. They are supplementing, as best they can, with some contractor support, and it is not that that is bad

because you have to execute your mission, and you need to get that kind of support wherever you can, but they also are trying to leverage other federal agencies because the acquisition workforce covers many different types of skills, whether it be systems and engineering, logistics, cost estimating.

So I believe they are looking for ways to supplement and try to fill some of those gaps, either with other government agencies arrangements or other use of contractors, but it is an issue, and I think, as the Coast Guard moves forward in, say, their Deepwater program, and they start working on more additional assets, their needs for acquisition workforce are going to increase, and I think they are challenged, but I think it is something that they are trying to get ahead of and address.

Ms. ROYBAL-ALLARD. Is it that there are not people who have the qualifications for these positions? Is it the pay level? What is it, especially now, when people need jobs, what specifically is preventing the hiring of these?

Mr. HULTON. Really, anchoring it back to some work we did, more broadly, at DHS last November, and some of the things that we understand were occurring is that, there is just a genuine lack of people with those skills that are trying to apply with the federal government. You do have contractors out there.

We had some say that one would be better served to work for a contractor because of the pay. I have not done a study to verify the pay rates necessarily in that broad sense, but I think another thing that we heard was that, in a way, some people feel they might be competing with other agencies because some agencies may have different authorities than, say, DHS does to help support those, and maybe the commandant might be able to speak to some of the specific challenges that he might face with the Coast Guard hiring.

Mr. PRICE. We have time for the Commandant to respond briefly, and we are going to return, I am sure, to this topic. I know I have some questions along these lines as well, but please respond briefly, if you will.

Admiral ALLEN. First of all, I do not have any quarrel with what Mr. Hulton said. I think we are in agreement on this. Just a couple of comments.

We are all going after the same labor pool, and acquisition reform is going on all over town right now where people who have contracted out services before are trying to build organic capability into their organizations. So, again, we are all trying to go after the same labor pool.

I mentioned earlier, in my opening statement, one of the things we are looking at is kind of a novel approach that Admiral Blore has recommended, where we take senior Coast Guard enlisted persons and warrant officers and get them into an intern program and actually take military people and train them to be contracting officers near the end of their careers, and when they retire, then they are suitable for hiring as civilians, and we basically take the military force and train them first, and that becomes the seed corn, if you will, to increase our contracting officer strength, in addition to the issues that Mr. Hulton raised, and also direct hiring authority is something that is very, very valuable to us.

Mr. PRICE. Thank you. Mr. Carter.

POLAR OPERATIONS

Mr. CARTER. Thank you, Mr. Chairman. Admiral, good to see you. Mr. Hulton, thank you for being here.

At our hearing, a year ago, when you discussed, Admiral, the rising water levels near Alaska and the North Pole, this increased sea areas means more responsibility for the Coast Guard and more challenges, diplomatically and the security of our nation, and we read that the Russians have plans to race into the Arctic and claim vast regions of the Arctic for petroleum exploration.

Do we have, with this, our sovereignty, our natural resources, on the line? Is the Coast Guard staying ahead of the game? Do you have the ships that can bust the ice to get up there to protect American interests? How are you acquiring these assets? Are you getting them through the Deepwater program, or have you got sufficient assets now? Just tell me about what we see as a potential problem.

Admiral ALLEN. Yes, sir. Sir, what we are doing right now is, for the past two summers, and we will again this summer, is to deploy our current assets up to the north slope of Alaska to see how they operate in that environment. It is not totally ice free. There are a lot of large pieces of ice floating around, and you need an ice-strengthened ship, even in the summer, to operate up there. But we are finding out that there are limitations to our helicopters, small boats, and cutters that are not ice strengthened to operate up there.

Later on this year, we will start producing a series of segments of a high-latitude study that will be developing our requirements to operate in those environments, including aircraft. There are limited airstrips up there. There are limitations on how you can fly a C-130 in certain weather conditions before the fuel starts to solidify in the tanks.

If you are a vessel of greater draft than 22 feet, the closest refueling station in the United States is Kodiak, which is almost a thousand miles from the north slope. So there are issues of sustainability and endurance up there as well.

The current fleet we do have that is capable of operating up there is our ice-breaking fleet. We have two polar ice breakers and one ice-strengthened research vessel. The POLAR SEA and the POLAR STAR are the ice-breaking vessels. They are nearing the end of their service life, 30 years old. They are the most powerful, conventionally powered ice breakers in the world, 60,000-shaft horsepower, and back-end ramming can break up to 21 feet of ice. They are real, real muscle movers up there.

The HEALY is configured for science, mainly in the Arctic, and is a highly desirable asset for the National Science Foundation to get science up there, especially related to potential claims on the north slope beyond our 200-mile limit for Continental Shelf resources.

The issue we have, going forward, is the current operation of our ice breakers and then, ultimately, what is our presence up there going to be required for the Coast Guard to do its 11 statutory missions, whether you are talking about search and rescue, law enforcement, environmental response, whatever.

As I have said many times in hearings, there is water where there did not used to be, and I am responsible for it now, and the question is, how do you create presence up there? Ice breakers can do that. We have one ice breaker that is operational. We had funding last year, a little over \$30 million, to start repairs to bring the POLAR STAR back into service. We will need to continue that at some point.

The Administration put out a National Security Presidential Directive on the Arctic that expands beyond science and looks at other issues out there. I think that gives cause for us to take a look at ice breaker requirements and have a plan to go forward on what we are going to do with the two polar ice breakers, and, eventually, we are going to have to talk about recapitalization, sir.

ICE BREAKERS

Mr. CARTER. Do you have any intelligence as to how our resources in the ice breakers compare to what the Russian fleet has?

Admiral ALLEN. Not well, sir. The Russians have a number of ice breakers. I have got a chart that actually lays out all of the different countries and the numbers that I would be glad to submit for the record, but, in addition to conventionally powered ice breakers, the Russians also operate nuclear-powered ice breakers, sir.

Mr. CARTER. Thank you. Yes, I would like to see that, if I could, for the record.

Admiral ALLEN. Yes, sir.

Mr. CARTER. This issue seems to be one that a lot of people are talking about, so I appreciate your answer. Thank you.

Admiral ALLEN. Yes, sir.

[The information follows.]

The requested chart and table showing the world inventory of icebreakers is provided in the attached materials.

Attachment

Nation	Ship Name	Propulsion	Displacement (Tons)	Continuous Icebreaking Capability	Back and Ram Icebreaking Capability	Year in Service
USA	Polar Star	60,000 GT 18,000 DE	13,334	6 ft @ 3 KT	21 ft	1974
USA	Polar Sea	60,000 GT 18,000 DE	13,334	6 ft @ 3 KT	21 ft	1976
USA	Healy	30,000 DE	16,165	4.5 ft @ 3 KT	8 ft	1999
USA	Nathaniel B. Palmer	12,700 D	6,640	3 ft @ 3 KT	5 ft	1992
Russia	Rossiia	75,000 N	23,625	6.5 ft @ 3 KT	Not Available	1985
Russia	Sovietskiy Soyuz	75,000 N	23,625	6.5 ft @ 3 KT	Not Available	1990
Russia	50 Let Pobedy	75,000 N	25,800	7.5 ft @ 3 KT	Not Available	2007
Russia	Yamal	75,000 N	25,800	7.5 ft @ 3 KT	Not Available	1993
Russia	Arktika (Out of Service)	75,000 N	24,170	6.5 ft @ 3 KT	Not Available	1975
Russia	Sibir (Out of Service)	75,000 N	24,170	6.5 ft @ 3 KT	Not Available	
Russia	Taymyr	47,600 N	20,000	6 ft @ 3 KT	Not Available	1989
Russia	Vaygach	47,600 N	20,000	6 ft @ 3 KT	Not Available	1990
Russia	Yermak	36,000 DE	20,241	Not Available	Not Available	1974
Russia	Admiral Makarov	36,000 DE	14,058	6 ft @ 3 KT	Not Available	1976
Russia	Krasin	36,000 DE	14,058	6 ft @ 3 KT	Not Available	1976
Russia	Kapitan Dranitsyn	22,000 DE	15,000	5 ft @ 3 KT	Not Available	1980
Russia	Kapitan Sorokin	22,000 DE	15,000	Not Available	Not Available	1977
Russia	Akademik Fedorov	36,000 DE	13,000	6 ft @ 3 KT	Not Available	1987
Russia	Kapitan Khlebnikov	22,000 DE	15,000	5 Fft @ 1 KT	9.8 ft	1981
Russia	Kapitan Nikolayev	22,000 DE	15,000	Not Available	Not Available	1978
Russia	Talag	16,800 D	1,169	Not Available	Not Available	1979
Russia	Mudyug	12,400 D	5,342	Not Available	Not Available	1982
Russia	Magadan	12,800 D	5,342	Not Available	Not Available	1982
Russia	Dikson	12,400 D	5,342	Not Available	Not Available	1983
Russia	Vladimir Ignatyuk	23,200 D	4,234	4 ft @ 7 KT	Not Available	1977
Russia	Fesco Sakhalin	17,500 DE	6,882	Not Available	Not Available	2005

April 23rd's Coast Guard Missions Needs hearing (HAC-HLS)

Russia (Leased from Netherlan ds)	Smit Sakhalin	14,900 D	3,340	Not Available	Not Available	1983
Russia (Leased from Netherlan ds)	Smit Sibiu	14,900 D	3,340	Not Available	Not Available	1983
Canada	Louis St Laurent	30,000 DE	11,400	4 ft @ 3 KT	Not Available	1969, 1993
Canada	Kigoria	16,800 D	7,600	Not Available	Not Available	1978
Canada	Terry Fox	23,200 D	4,234	4 ft @ 7 KT	Not Available	1983
Canada	Henry Larsen	16,000 DE	6,166	Not Available	Not Available	1988
Canada	Amundsen	13,960 DE	5,910	3.8 ft @ 2 KT	Not Available	1982, 2003
Canada	Pierre Radisson	13,400 DE	5,910	3.8 ft @ 2 KT	Not Available	1978
Canada	Des Grosseliers	13,400 DE	5,910	3.8 ft @ 2 KT	Not Available	1983
Canada	Mary L. Black	8,847 DE	3,809	Not Available	Not Available	1986
Canada	George R. Pearkes	8,847 DE	3,809	Not Available	Not Available	1986
Canada	Edward Cornwallis	8,847 DE	3,809	Not Available	Not Available	1986
Canada	Sir Wilfred Laurier	8,847 DE	3,809	Not Available	Not Available	1986
Canada	Ann Harvey	8,847 DE	3,809	Not Available	Not Available	1987
Canada	Sir William Alexander	8,847 DE	3,809	Not Available	Not Available	1987
Finland	Fennica	20,115 DE	6,370	2.6 ft @ 11 KT	Not Available	1994
Finland	Nordica	20,115 DE	6,370	2.6 ft @ 11 KT	Not Available	1994
Finland	Urho	21,400 DE	7,525	5 ft @ 2 KT	Not Available	1975
Finland	Sisu	21,400 DE	7,525	6 ft @ 2 KT	Not Available	1976
Finland	Otso	20,400 DE	7,066	Not Available	Not Available	1986
Finland	Kontio	20,400 DE	7,066	Not Available	Not Available	1987
Finland	Botnika	13,410 DE	6,370	2.0 ft @ 8 KT	Not Available	1998
Finland	Voima	17,460 DE	4,159	2.7 ft @ 2 KT	Not Available	1954, 1979
Finland	Apu (Dudinka/ 2006)	12,000 DE	4,890	2.8 ft @ 2 KT	Not Available	1970
Norway	Svalbard	13,410 DE	6,500	3.3 ft @ 3 KT	Not Available	2002
Sweden	Oden	23,200 D	13,042	6.2 ft @ 3 KT	Not Available	1989
Sweden	Atle	22,000 DE	9,500	3.6 ft @ 2 KT	Not Available	1974
Sweden	Ymer	22,000 DE	9,500	3.6 ft @ 2 KT	Not Available	1977
Sweden	Frej	22,000 DE	9,500	3.6 ft @ 2 KT	Not Available	1975
Sweden	Tor Viking	18,000 DE	4,000	Not Available	Not Available	2001
Sweden	Balderr Viking	18,000 DE	4,000	Not Available	Not Available	2001
Sweden	Vidar Viking	18,000 DE	4,000	Not Available	Not Available	2001

April 23rd's Coast Guard Missions Needs hearing (HAC-HLS)

Denmark	A551 Danjorn	10,500 DE	3,685	3.3 ft @ 2 KT	Not Available	1965
Denmark	A552 Isbjorn	10,500 DE	3,685	3.3 ft @ 2 KT	Not Available	1965
Germany	Polarstern	20,000 DE	17,300	4.5 ft @ 5 KT	Not available	1982

GT = Gas Turbine
D = Diesel
DE = Diesel Electric
N = Nuclear

Mr. PRICE. Thank you. Mr. Ruppertsberger.

DRUG INTERDICTION

Mr. RUPPERSBERGER. You have been getting a lot of compliments today, and they are well deserved. I think, when the Department of Homeland Security was stood up, one of the best things that happened to the Coast Guard was to leave the Army, Navy, Air Force, and Marines and be independent yourselves, and I think the fact that you are in Homeland Security, you have really shown how good your men and women and your leadership is.

With that said, you are getting a lot of compliments, but it has been said, maybe in kind of in a joking way, off the record, we are getting all of these kudos, but, basically, we need more than just a hug from the Hill. I mean, we need to make sure that, from an appropriations point of view, that we get the resources we need.

You have a tremendous amount of responsibility in safety, rescue, the interdiction issues. You were just talking about the ice issues, and you have all of the things that are occurring in the south.

One area that I would like to get in first: I know, under your leadership, by the way, Admiral, that drug interdiction has done better than we have ever done so far. Is that correct?

Admiral ALLEN. Well, I am not sure if it is due to my leadership, but we have had successive record years of seizures, yes, sir.

Mr. RUPPERSBERGER. Well, it is good to be humble, but you can take a little credit. Why do you think that is? Are you working with other agencies? Where do you think there is a difference?

Admiral ALLEN. Number one, better intelligence, taking the "search" out of search and seizure. The intelligence fusion function that goes in Joint Interagency Task Force South in Key West is unparalleled, anywhere that I have seen in the world. This is a gold standard for interagency operations, whether you are talking about drug interdiction or migrant smuggling or whatever.

They have cracked the code on having our international partners, domestic partners, interagency, ensuring information when they can with the right partners and getting it into the hands of the operators. That is number one.

Number two is partnerships. It is not only the Coast Guard; it is the Navy, Customs and Border Protection, ICE, and international partners—the French, the Spanish, the Canadians, our South American partners, the Colombians, are all players, sir.

FLEET MAINTENANCE

Mr. RUPPERSBERGER. I represent Baltimore, and the Coast Guard yard where you repair your ships is there. From an appropriations point of view, what resources do you need? That is very important to your fleet to have your fleet taken care of, maintained, whatever. What resources do you need now that you are not getting that would help in that regard, to either get your fleet out quicker or to make sure you have the safety that is needed?

Admiral ALLEN. Sir, the key to the operation of the yard is the fact that it is an industrial operation. All of the labor hours for the work expended in the yard are billed back to the project that the yard is doing. In other words, the labor in the yard is not bought

out at the beginning of the year; it is paid for by the work that it does.

Because of that, the best thing that we could do to support the yard is what I would call "level loading," being able to project out, two, three, four, five years, on what the workload is going to be so they can size their workforce and know that the amount of work coming in will be adequate to pay for their workforce, and they will not have to adjust it either up or down.

We have been able to achieve that with a mission effectiveness program in renovating and repairing the legacy cutters while we are waiting for the new cutters to be built through Deepwater.

Our medium-endurance cutters and our patrol boats are being renovated at the yard. They are doing a great job. They are on time, on schedule, and sometimes ahead of schedule, and, projecting out three to four years, we have stability at the yard. The issue I would have is, somewhere down the line, I would say, maybe out to the fifth or sixth year, as we finish that and new assets come on board, is to how to sustain the workload at the yards we have level funding, and that would be the challenge, sir.

Mr. RUPPERSBERGER. Well, a figure, softball, what do you need in this budget?

Admiral ALLEN. The yard is okay for the next two or three years with what we have got in the budget.

Mr. RUPPERSBERGER. It is actually okay.

Admiral ALLEN. Yes, sir.

AIRCRAFT

Mr. RUPPERSBERGER. All right. That is good. How about the issue of aircraft?

Admiral ALLEN. We are doing pretty good with aircraft. We got our new C-144 Alpha's. The CASA-235's are coming online. We are going to have operational air stations, and, in a couple of years, we will be able to start retiring our old Falcon HU-25 aircraft. These new aircraft have terrific sensors, but one thing they have that we have never had before is the ability to transmit air-to-surface via Cipronet with a classified tactical data picture, sir.

Mr. RUPPERSBERGER. So the intelligence mechanism is starting to work and the integration is really starting to help at this point.

Admiral ALLEN. Yes, sir.

HUMAN SMUGGLING PROSECUTION

Mr. RUPPERSBERGER. Do I have any more time?

The drug interdiction; let us get back to that. We were talking about drug interdiction, but there is also an issue of human smuggling, I mean, bringing in bodies, people, individuals, whatever, and I know that is difficult. It is harder for you all to get your hands on that.

One of the reasons that I have been told is it is because the actual laws that exist; if you want to indict somebody or charge somebody with a felony, the law basically is difficult. Can you explain that, or is that the case?

Admiral ALLEN. Yes, sir.

Mr. RUPPERSBERGER. Okay.

Admiral ALLEN. The fact of the matter is, unless we can develop a case that there was an intent to bring the migrants in, where you have hard evidence that they actually crossed the line, where you can establish the intent, and they actually completed the act, it is very hard to prosecute this in court.

We had the same problem with drugs 20 years or so ago, and we actually got a law passed that made possession on the high seas outside the United States of certain quantities of drugs a *de facto* assertion that there was an attempt to enter them.

Mr. RUPPERSBERGER. It is kind of like in the United States, where if you have a volume, it is possession with intent to distribute.

Admiral ALLEN. Yes, sir. For the last several years, we have attempted to get legislation—this is on the authorizing side, not the appropriations side, sir—to make having a large number of migrants on board on a vessel offshore of the United States, by the fact that you are there with that number of migrants on board, the *de facto* evidence of an attempt to enter and bring them in.

We would like to have legislation passed that would recognize this loophole that would allow us to intercept these boats extraterritorially and prosecute them in the United States as a felony.

Mr. RUPPERSBERGER. Where is the status of that legislation now? Has any of that been introduced yet?

Admiral ALLEN. There has been one version passed in the House. We would be glad to give you some background on it.

Mr. RUPPERSBERGER. I would like to help you on that.

Admiral ALLEN. Yes, sir. We would be happy to give you the background, yes, sir.

[The information follows:]

To date, no Member of Congress has introduced anti-smuggling legislation that is uniquely tailored to the maritime law enforcement environment and specifically drafted to address statutory deficiencies that hinder prosecution of this form of maritime smuggling.

Mr. RUPPERSBERGER. Thank you.

GAO IDENTIFIED MANAGEMENT DEFICIENCIES

Mr. PRICE. Thank you. Let me return to the questions that a number of our Members have raised about the management capacities of the Coast Guard and also the use of contractors in that regard.

With the removal of private contractors from the role of system integrators for the Deepwater program, the Coast Guard is building its capacity to assume that role itself, and, of course, this Committee has supported that. There do appear to still be serious questions about the Coast Guard's management capacity with regard to key, future acquisitions and programs. I would like to just explore that and then bring in the related question of what is being contracted out and what is being developed in house in the way of capacity.

The GAO points out, in its testimony today, that of the 12 Deepwater assets in the concept-and-technology-development phase or later, nine are behind in terms of the major system-acquisition process compliance, such as developing key operational require-

ments and test plans. The GAO goes on to say that, in some cases, this situation puts the Coast Guard at risk of cost overruns and schedule slips if it turns out that what it is buying does not meet requirements.

So, Admiral and Mr. Hulton as well, I would like to know what practical effect that these deficiencies, this lack of operational requirements documents, for example, has on the Coast Guard's procurement planning. How do you account for these deficiencies?

We have explored, to some extent, the workforce aspect, but, I assume, it is not merely that, and then, of course, the underlying question is, what guarantee do we have that we are not simply defaulting to the original contractor's recommendations for the number and type and specs that we are dealing with with these ships and aircraft?

Admiral ALLEN. Yes, sir. As Mr. Hulton mentioned earlier, we are in the process of what I would call "disaggregating Deepwater." It was originally envisioned as a system of systems with an interlocking network of cutters, sensors, and aircraft.

What we are doing is, asset by asset, taking an asset out and then putting that into the major systems acquisition process in the Coast Guard, which means establishing key milestone points for approvals, an acquisition project baseline, and revalidating the costs and everything associated with it.

I would like Mr. Hulton to comment as well. I think what happens is, not all of that has been completed yet, so there is uncertainty out there because we have not gone through and vetted them into the major systems acquisition process. A good number have gone back to the Department but a good number are in progress. It is something that we have to do just to be able to make the transition from having them aggregated as a system to us being able to have the transparency, visibility, and oversight to manage them at the asset level.

There is a workforce component associated with that, but there is also just a plain process issue associated with getting the paperwork developed, having it approved at the Department of Homeland Security because they now have a role, where they did not before, and then implementing the guidelines associated in terms of costs, schedule, and performance.

Mr. PRICE. Before we turn to Mr. Hulton, who, of course, we want to hear from, how is this related to the earlier challenge with respect to the role of system integrators? This clearly goes beyond that.

Admiral ALLEN. Well beyond that, yes sir. The requirements to comply with the Major Systems Acquisition Manual and key milestone monitoring at the Department were not present in the original Deepwater construct.

As you well know, there were decisions that were proposed and, in some cases, de facto, delegated to the contractors. Those now have to come through milestone screening that we have to submit to the Department of Homeland Security, and they have to say that the requirements were met; you are authorized to go to the next phase of this procurement. What we are doing is, asset by asset, moving it into that process.

It requires some amount of human activity to make sure that you reviewed the plans, the estimates, and you have got it right, and then submit it to the Department for approval. We are in the process of doing that. We still have assets that are in the queue, sir.

Mr. PRICE. Mr. Hulton.

Mr. HULTON. Thank you. First, I would like to say, at the outset, that the Coast Guard's initiative and decision to apply their Major Systems Acquisition Manual to the Deepwater program, I think, is a very key thing, a very important decision, because it is applying a knowledge-based approach that is repeatable, and there is key documentation at DoD, and looking at it from a best-practices standpoint, that is really needed so you really, truly understand what your mission need is, how you understand the requirements that are going to fill a gap, and then you need to trace that all the way through the operational requirement document, very key, from the needs to the actual testing and have a testing evaluation plan, so, at the end, you know that the requirements that you defined that are meeting this gap, and you fully test it, that you have a high likelihood that you are going to get something that is going to help you meet your mission needs. So that is very key.

I think, in terms of your question, Mr. Price, when you look at it on an asset-by-asset basis, in terms of some of the questions you have, it is almost like looking at it on a case-by-case basis, in terms of, what is the impact of not having some of these key documents, say, approved at the DHS level at the time? I think it depends on what the document is but also, what is the status of the Coast Guard understanding, say, of an operation requirements document?

If the Coast Guard has approved an operational requirement document, that is their best insight as to what the operational capability requirements are for the issue, but, I think, having the DHS now as part of the process, and that was one of our recommendations, that we thought that DHS's process should be part of it, you have someone that is external to the Coast Guard looking at the business case that the Coast Guard has and bringing in their best judgment. So I think there is a higher likelihood that, if there are issues, they are going to be vetted, so, in terms of actual impact, and we noted in our statement, what benefits and what kind of power you can get when you apply this disciplined approach.

As we talked earlier, the Coast Guard really did not have a lot of understanding and insight into the capabilities, the mix, and whatnot, when the systems integrator provided their proposal. We had assets and certain numbers of assets.

Two things on that, sir. One, the Coast Guard is beginning to do a fleet analysis mix, which is going to give them specific insights, by asset, what those things are going to do, and it is going to allow them to make trade-offs, in terms of numbers of assets.

The example I wanted to cite, in terms of the ORD, is the MPA asset. As we note in our statement, because they had an operational requirements document, they had a better understanding as to the requirements. When they married it up against what I suggest they had out there as to the requirements, they found that the operational availability rates that the systems integrator had planned for the asset were exceeding the Coast Guard's standards.

So what the Coast Guard was able to do was take that knowledge and say, Well, maybe if we build this asset to meet our standard, there is a certain capacity that we can take some of that money and use elsewhere, in terms of supporting that asset. So there are a lot of benefits of it.

Mr. PRICE. Thank you. Mr. Kirk.

Mr. KIRK. I just wanted to follow up on pirates. The Coast Guard has an eight-person Law Enforcement Detachment (LEDET 405) team conducting counter-piracy operations aboard the USS VALLA GULF and USS MAHAN as part of a multinational task force. I understand that the LEDET 405 team has apprehended 16 pirates.

Admiral ALLEN. Yes, sir.

Mr. KIRK. And these prisoners were transferred to the Navy's USS LEWIS AND CLARK for temporary holding. John Patch, a former naval officer at Newsweek, said that the proper response would be to involve the Coast Guard and actual hulls of the Coast Guard in this mission because while the Littoral Combat Ship, 55 units of Littoral Combat Ships, is certainly designed for a mission like this, given the fact that the Pentagon is going to build these things, it is years away.

We have a problem here on the Committee that many times, and this is bipartisan, many times one part of the subcommittee does not talk to another, but with hulls that are entirely appropriate for this mission already bought by the U.S. taxpayer—they happen to be run by the Coast Guard—it would seem to be up in the O&M of the Coast Guard to take this pirate mission. Would it be faster and more appropriate than letting 300 pirates continue to rock and roll until the LCSs come online, three of four fiscal years from now? Comments?

Admiral ALLEN. Yes, sir. I would like to talk about legal regimes, and I would like to talk about capacity, if I could.

As I stated earlier, the real problem with piracy in Somalia has to do with the lack of a stable central government. This is a symptom of it. That said, any ungoverned space next to water in the world has the potential to be a subject of pirate-type operations.

The Coast Guard's involvement in this thus far has been fairly significant but not that visible.

Mr. KIRK. Right.

Admiral ALLEN. Starting well over a year ago, we started working with the International Maritime Organization. I am a competent authority to deal with IMO, and I represent our delegation, on behalf of the State Department, to IMO.

I met with the Secretary General. A lot of our conversations were the impetus that led to the U.N. security resolutions that authorize entry into the Somali territorial seas for the purpose of protecting the world food shipments.

Most recently, Coast Guard and State Department negotiators actually negotiated an MOU with Kenya to accept for prosecution the pirates who were captured on the VALLA GULF.

What we believe is there has to be a subsequent delivery regime associated with this to change the behavior of the pirates, notwithstanding you have to go to the source and deal with the political problem in Somalia. But the fact of having pirates on board and do nothing with them is a problem.

Mr. KIRK. I guess my point is, right now, VALLA GULF is a cruiser.

Admiral ALLEN. Yes, sir.

Mr. KIRK. That is about a three-and-a-half-billion-dollar unit, whereas a Coast Guard cutter—it seems to me that when you are off the coast of Somalia, if you have got a five-inch gun, you are the big dude on the block, and you could kill or capture anything that you are directed towards.

But the per-unit cost of that unit, to own, operate, and to maintain, is far less. We have got an LHA and a CG out there, and the crew has to maintain all of these exotic weapons.

Admiral ALLEN. Yes, sir. If you are saying that the mission could be done with a smaller vessel, you are correct, sir.

Mr. KIRK. Right, but here is the problem where the Defense Subcommittee and our Subcommittee probably would not come forward with the common-sense taxpayer solution to just up your budget and go ahead and solve this problem with units whose O&M is far less than what very exotic, blue-water naval units would cost to do and to operate.

Admiral ALLEN. Yes, sir. Then you could do initial capacity. While we have the competency, and we have unique capabilities to do that, we would not have the capacity to stay in there right now, with the size of our fleet, sir.

Mr. KIRK. Right, right. Thank you, Mr. Chairman.

Mr. PRICE. Mr. Carter.

SEMI-SUBMERSIBLES

Mr. CARTER. Thank you, Mr. Chairman. I am tempted to ask you, what happened to the hanging from the yardarms? But I guess it is inappropriate.

There is a lot of talk on the Hill, and you all have been talking here when I was not here—I apologize. Unfortunately, we do not seem to be able to, in the Appropriations Subcommittee process, schedule two or three Subcommittee meetings at the same time. It is just kind of amazing. I apologize for that.

And, of course, being from Texas, I guess if there is anything we are worried about, we are worried about what is going on with the southern border of Texas. There is a war going on down there in Mexico, and we are in the middle of the fight.

I know they are using these semi-submersibles to haul major loads from Colombia, et cetera, down so they can start them on the land bridge up to our backyard, and I think you all talked about that. I was curious, have you had any better solution on the semi-submersibles? Are you seeing them, now that the Mexicans have beefed up the border?

They are supposedly claiming they have got 45,000 troops on the border, so maybe you are going to see more sea activity coming now out of Mexico, trying to make a run up to our coast, either ours or others in the country. Are you seeing them shifting some of that semi-submersible over into the Gulf of Mexico or on the Pacific to try to run around the border to get on up into the United States? I am kind of interested in, if the sea is as involved in the fight as we have got right now, it looks like the Mexican Army is, on the border.

Admiral ALLEN. Yes, sir. I stated earlier, most of the cocaine that is moving out of South America to the United States goes into Mexico from sea, noncommercial maritime, and the most effective way to deal with drugs flowing through Mexico, in my view, is to deal with it before it gets to Mexico.

One of the insidious things that we have been trying to deal with for the last two years and before is self-propelled, semi-submersibles, these low-profile vessels. They are capable of carrying anywhere from up to 10 to 12 tons of cocaine and sometimes making a transit all the way to the United States.

Due to the support of the Congress last year, we actually had legislation passed that makes operation of a self-propelled, semi-submersible in international waters a violation of U.S. law and a felony.

We recently had our first conviction, a guilty plea, for the operation of a self-propelled, semi-submersible, and the U.S. Sentencing Commission, last week, established sentencing guidelines that are the same for operating a self-propelled, semi-submersible as if you were carrying the load of dope. So, in effect, there is no incentive to sink the boat because it is less of a crime, and the punishment might be less.

Those are all very, very good signs that should drastically impact the effectiveness of self-propelled, semi-submersibles, but the fact remains that the border that I believe we should be equally concerned about is the southern border of Mexico, sir.

Mr. CARTER. Is there any indication that they are using Gulf or Pacific ships to go around the border?

Admiral ALLEN. Yes, sir. The predominance of self-propelled, semi-submersibles operate in the Pacific, sir. We do see some in the Caribbean, but most of the cases we have encountered have been on the Pacific side.

The recent adaptation to our tactics has been to run these small, fast boats, staying inside the territorial sea all the way up, hugging the coastline, and while we have bilateral agreements that allow us to enter the territorial sea to do enforcement, it requires consultation and notification to the countries, and that delay gives them some type of an advantage, and that is a series of about four or five adaptations they have made over the last five years that we are dealing with, sir.

Mr. CARTER. Is there anything about fully submerged vessels that is coming your way, or you are learning about?

Admiral ALLEN. Sir, we have had a couple of incidents, over the last five or six years, where they found what would be legitimate, pressured-hull submarines being built in Colombia.

To my knowledge, and I will go back and check, and if there is a difference, I will advise you, we have not encountered one, sir.

Mr. CARTER. Some people think that a lot of them will start using submarines.

Admiral ALLEN. Yes, sir. They have been found in partial construction in Colombia, yes, sir.

Mr. CARTER. Thank you, Mr. Chairman.

USE OF CONTRACTORS

Mr. PRICE. Thank you. Gentlemen, I would like to return to the question of reliance on contractors and the related question, of course, of the capacities the Coast Guard is developing in house and also what the contractors, more generally, are being used for.

In our Fiscal Year 2009 bill, the Committee identified the Coast Guard's reliance on contractors for technical and programmatic expertise as one of the main challenges the Service faces as it seeks to improve acquisition management and oversight. The contracting out of management and oversight of other contractors has been a special concern, as you well know, and as you have reiterated here today.

I am wondering, Mr. Hulton, if you could clarify for us where we stand now in terms of the overall use of contractors, not just how it relates to this issue of integration and contract management, but how it relates to the broader questions of agency function.

You note, in your testimony, that there are still 200 contractors making up 24 percent of the Coast Guard's acquisition workforce. I do not believe we have a trend line on that, so could you help us put that 24-percent figure into context? What are the trends of the use of contractors in this aspect and in others that you think are significant, the roles they are being used for, and do you think there is a sufficient acquisition workforce in place within the Coast Guard to manage these support contractors?

Mr. HULTON. That is a great point, particularly the last aspect about the Coast Guard capacity to oversee and manage contractors. It is very, very important, particularly when you use contractors for certain types of activities.

For example, if you have contractors helping to do some cost estimating for you, and they provide that product to the government, you want to have someone in the government that has good insights and understanding, and they also understand that this is coming from a contractor and what contractor and what kind of other relationships might be out there, with that kind of real core capacity and understanding so that when you take something from a contractor, you have good insights.

I think the Coast Guard, over the last couple of years—I do not recall us having any trend data on whether it is going up or down—I think it is pretty clear that there is a challenge with the Coast Guard's ability to have a sufficient workforce, and while the use of contractors is not a bad thing, it is how you manage that and what kind of insights you have.

I think that, just go back to cost estimating, if you use a contractor for coming up with a cost estimate, and you have someone, say, at the project or program level looking at that and making a decision and thinking that is good, that may be also sent to another part of the acquisition directorate, and if they have a contractor coming up with another estimate so that one can compare, you want to, obviously, make sure it is not the same contractor, that there is not any kind of relationship. You want to understand that relationship between contractors.

But I do think that the Coast Guard, at least since we have been doing this work, over the last three years, they get it. I think they

understand that they have to make sure that the relationship is such that they are not held to what the contractor's input is without deep understanding of what service they are providing.

Mr. PRICE. Admiral.

Admiral ALLEN. Yes, sir. Just in consultation with Admiral Blore, we have a level loading that has not trended up or down recently in the last couple of years of around 200 at any one particular time.

I would say, though, that it is not the same make-up at any particular time. You may have a contractor on for some six months or 12 months on a particular project. The next year, that 200 may be made up of a different set of contractors.

There are two things that we do. Number one, there is always a Coast Guard person in the lead. No basic decision is ever defaulted to a contractor. Number two, we have established a very strong role for technical authorities to support the acquisition managers, so there is a technical issue associated with reviewing a proposal. Whether it is naval engineering or aviation engineering or even a human resource issue, the technical authority has the right to review that and raise any issues about whether or not they are in compliance.

The third thing I would say is, before we even go to a contractor, we would seek to use that type of competency, if it is resident, say, in the Navy, and SPWAR for aviation and sensors; the Office of Naval Research, Carderock, for vessel testing, and Naval Sea Systems Command.

Mr. PRICE. Let me ask you, a little more broadly, what kinds of criteria you observe or, ideally, would want to observe, in terms of these contracting decisions.

I am familiar with this from work I have done with respect to private security contractors in war zones and in the use of contractors for functions that are properly regarded, I believe, as inherently governmental. Of course, that is the legal standard.

Most of the discussion I have heard of this issue in the Coast Guard context has not had to do with that inherently governmental standard, although there may be ways in which it applies. That is one thing I want to ask you.

We can think of functions that are inappropriate for contracting. Interrogation comes to mind. That should be thought of as an inherently governmental function.

I assume that is not mainly what is going on here, as you are making decisions about what kind of capacity you need in house and what it is going to take to manage your operation effectively, questions of efficiency and effective manage, and so forth.

But, nonetheless, I want to pose the broader question: Are there some activities that the Coast Guard is simply no longer going to ask contractors to perform? How do you determine what is improper to contract out? What kind of application do you make of the inherently governmental standard?

What would you say, backing off a step from our immediate discussion, what would you say about the Coast Guard's contracting practices, the extent to which they now fit the model you think they should fit, where you think the Coast Guard should go?

Admiral ALLEN. Yes, sir, a brief comment first. I think, when you are talking about our acquisition directorate, you are talking about capacity, not people that are in leadership or management positions making those kinds of decisions. But to move to the broader question where you are at, we are doing some things in that regard.

Since I was a Commander in the Coast Guard, we have wrestled with this issue of A-76 contracting out and, recently, the Fair Act Inventory, on how we categorize our employees and what kinds of activities they are involved in.

Many years ago, we contracted out a lot of food service operations on our bases. We found out that when we did that, there was inadvertent impact, in that, while they could conduct those food service operations adequately, we took away a whole bunch of shore-based billets for our cook rating and unduly penalized them with sea time over their careers that was far in excess of anybody else in the Coast Guard.

So, in the last couple of years now, we are actually buying back food service operations at large bases to create military positions to give them a more humane rotation policy.

So if you are talking about things like that, it is not on the scale that you would see for private security firms or anything like that, but it usually has to do with base operating contracts, food service contracts, maintenance contracts, cleaning contracts, and so forth.

But I would make a comment, because I have been dealing with this issue for a number of years, that if there is a sea change coming, I think we would like to know it, and that is the annual inventory where you classify every position in the Coast Guard as being governmental or commercial, and, therefore, that might be subject, at one point, to some kind of review where you might want to contract it out.

That is done on an annual basis, and we would be looking for a cue on where we are going with the new administration and with the Congress on this because we have been conducting an inventory every year and actually classifying every single one of our civilian positions in the Coast Guard as either being governmental or commercial. If it is in commercial, then it could be subject to some kind of a review, under prior policy, and competition as to whether or not it should be sourced from the outside.

Obviously, I think, with the issues that are being raised, there is a time to look at that. I do not think it is a huge issue in the Coast Guard, but I think it is an issue across government.

Mr. PRICE. Mr. Hulton.

Mr. HULTON. Thank you, Mr. Chairman.

This is a particular issue. We did some work looking at DHS more broadly, and I think you are really raising a good question, and the commandant was talking about it in the context of A-76, but what I would like to do is talk about it in the context of more of the blended workforce. This is where you bring contractors in to perform professional-management-support-type activities, for example.

In our work at DHS, we found that, basically, those that have the requirements sometimes may go right to a contractor for expediency, not necessarily sitting back and thinking for a moment,

"Geez, we have a requirement here, say, for acquisition support. Ideally, do I want to have a government person do it, or do I want to have a contractor person do it?"

If the preference is for one or the other, you try to manage it and come up with a plan to get there over time, but if the mission demands you have to fill that, you may have to go to a contractor, if you really have to accomplish that mission. But the key is, depending on what you are asking that contractor to do, that then kicks in the thought process of, "Do we have the capacity to manage this contractor?" And OFPP policy requires, for certain types of activities, that as you get more closely to an inherently governmental function, you have to have that kind of insight, you have to understand the risk, and you have to properly manage that.

I think that is a key point and a key difference than maybe something that we may be going through in an A-76 process, which is more truly commercial.

To give you a quick anecdote, we did some work at an Army command where they use contractors as contract specialists, and we noted several risks that were inherent with that, and we pointed also that they were paying the contractors more than they would a fairly comparable government employee. But the issue there was, when we issued the report, the DoD response was, "I do not want to use contractors as contract specialists," and that is a policy call.

I think that the DoD official challenged the organizations that were using contractors in that function to give me a plan as to how you are going to get away with it. It is not against any rule to use them in that fashion, but if you have to, you have to be able to be in a position to understand the risks and manage them.

Mr. PRICE. It is not a legal question.

Mr. HULTON. No. DoD may feel that way, but someone at DHS may not. To me, it gets down to each individual decision, understanding what you are asking a contractor to do, and making sure that, internally, you have a government capacity that is going to be able to perhaps mitigate any potential risks in that decision.

Mr. PRICE. Well, I do believe that, in some areas, especially the use of these security contractors in the military, I do believe a bright line needs to be drawn. But, clearly, that is not all we are talking about here. In fact, the work that you have done, for years, to move these functions in house has had more to do just with effective control, effective management, accountability, the kind of managerial virtues that we are looking for and the kind of control that the Coast Guard leadership has over its own operations.

Mr. Carter, do you have an additional question? I have one last thing about the supplemental, but, please, I defer.

Mr. CARTER. It is just a couple of things. I hate to go back to the submarines, but I just got told that you do not have sonar on your vessels. Is that correct?

SONAR IN VESSELS

Admiral ALLEN. That is correct, sir, Coast Guard cutters, yes, sir. We are not the only ones in the area down there, though. There are Navy vessels with sonar.

Mr. CARTER. So if they should start going to a rudimentary submarine to haul drugs up into the United States, you would have

to have the Navy involved for sonar, or we would have to put sonar on our new assets that we are building.

Admiral ALLEN. There are a couple of ways to come at that, sir. You can have a Helo-based sonar detection system. You can also have a—array off almost any vessel with the proper equipment on the vessel, sir. It does not have to be a fixed sonar.

Mr. CARTER. So if we started to see a lot of this, as a cost of doing business, they have got to figure out whether they can afford submarines or not, I guess.

Admiral ALLEN. Sir, you are touching a deep chord with me. I was the operations officer on the GALLATIN in 1975, and we had sonar on our vessel, and we took them off, so you are hurting me bad here today, sir.

NATIONAL SECURITY CUTTERS

Mr. CARTER. Sorry about that. I think this has been inquired into, but the National Security Cutter program, Numbers 4 and 5, Fiscal Year 2010; how much money do you need?

Admiral ALLEN. Well, it is not a matter of Fiscal Year 2010, sir; it is more a matter of the total amount of money it would take to do what we need to do with the Number 4 and Number 5. Without getting into a particular fiscal year, about \$282 million to put Number 4 under contract and about \$107 million for long lead time for Number 5 and about \$470 million for the production of Number 5, but that would not be in any specific year; that would be the total amount that would be required, sir.

Mr. CARTER. That is \$282 million for NSC four and \$470 million for NSC five?

Admiral ALLEN. It would be \$107 million for long lead time for NSC five and \$470 million for production of NSC five, yes, sir.

Mr. CARTER. Okay.

Admiral ALLEN. Again, I would not attach that to a specific year. That is just the current estimate, sir.

Mr. CARTER. All right. That is all I have. Thank you.

IRAQ SUPPLEMENTAL

Mr. PRICE. Thank you. Admiral, let me raise one last question having to do with the Iraq supplemental and the detailed justification, as I understand, we have just gotten, as to the Coast Guard portion of that.

The supplemental appropriation request in support of overseas contingency operations includes \$129.5 million for the Coast Guard. Now, to what extent does this funding, and, of course, it is funding that is in addition to the \$112 million in the Iraq supplemental in the last Congress, to what extent does that cover all of your anticipated costs for Coast Guard operations in support of Iraq operations?

Admiral ALLEN. It covers all foreseeable costs, and we are in agreement with the numbers, sir.

Mr. PRICE. My understanding has been that, generally, the supplementals have not covered entirely Coast Guard costs; that, in fact, a certain amount of this has come out of the base budget, for years.

Admiral ALLEN. Sir, there has been a change this year between supplemental and overseas contingency operations. As you know, they are trying to create greater transparency in military operations. Rather than putting them in supplementals it is going to be just a different title of the Appropriations Act for DoD to make sure that everybody understands the costs of overseas contingency operations.

The criteria by which you request funding for those are established by the Under Secretary of Defense for Comptroller. We work with him very, very closely on what costs are allowed and what we put in there.

There are certain base costs that we would absorb anyway, and then there are incremental costs associated with our operations in Iraq. I can give you more clarification on that, if you would like, for the record, but we are pretty much abiding by the criteria that is established by the Department of Defense, sir.

Mr. PRICE. I would appreciate that for the record, but let me understand exactly what you are saying, that the ground rules for the current supplemental proposal, to some extent, have been altered so as to more completely reflect Coast Guard expenses related to Iraq. Is that the bottom line?

Admiral ALLEN. Well, we are in a transition here, sir, from Fiscal Year 2009 to 2010, when they are going to shift from supplemental funding to overseas contingency operations.

Mr. PRICE. Yes.

Admiral ALLEN. At this point, I would almost defer to the DoD to answer it. I would just tell you, my best understanding, and then we can answer for the record.

To my knowledge, between the first supplemental and what is being proposed right now will adequately cover our costs for Fiscal Year 2009. As we move to 2010, we will follow the criteria that the DoD establishes on whether or not it is overseas contingency operations or base funding.

[The information follows:]

Yes. Annually, the Coast Guard submits a funding request to the Department of Defense for supplemental funding requirements to support Navy missions. Each year that request is incrementally adjusted to reflect funding required for that year's anticipated Coast Guard operations. For example in FY08 the Coast Guard request included an additional \$40 million over 2007 funding levels to cover the costs associated with new deployment requirements for two Coast Guard Port Security Units.

Mr. PRICE. I see. Thank you. All right.

Admiral ALLEN. There could be an issue, for the sake of transparency. As DoD moves operations into their base, and those similar operations are what we would do, and they are no longer covered in overseas contingency operations, there may be an issue of whether or not those costs would be covered in Coast Guard base operating expenses. I have actually discussed this with the Department.

We just need to watch, as we move forward, and see what DoD does because we take our lead from them, sir.

Mr. PRICE. And so we would obviously expect that to be reflected in the 2010 detailed budget submission.

Admiral ALLEN. Yes, sir. Whether it is in our base, or it is in overseas contingency operations, we would follow the same criteria that the DoD would use, yes, sir.

PLAN FOR COAST GUARD VESSELS SUPPORT TO IRAQ

Mr. PRICE. All right. Finally, can you briefly indicate what the plan going forward is likely to be for Coast Guard vessels supporting operations in Iraq? How long do you expect this to continue?

What about the component where you are providing training for Iraqi maritime law enforcement as part of your presence there? Are there any vessels that are likely to be turned over? What does the end game look like here, as we, hopefully, move toward winding down the operation?

Admiral ALLEN. Yes, sir. I would state, up front, and then if I need to revise for the record, I will, this is really General Petraeus's area of responsibility. We respond to requests for forces, and, in that case, we are very similar to the Navy, the Army, and the Air Force, where we provide forces for General Petraeus.

As you know, the major ground operations in Iraq are being conducted under the Status of Forces Agreement, and there is a timetable, and that is all being carried out.

There is no similar framework right now on the water side, although there are some target dates. The operations we are involved in over there—this is under Fifth Fleet, and Admiral over there, at present, is a point defense of the oil platforms off of Afum Khasser, the security zones around them, and the integrity of the oil shipments coming out, which constitutes the largest amount of revenue for Iraq.

I can tell you, functionally, the transition will have to be where the Iraqis take over the point defense of the oil platforms and then have the equipment and the capabilities and competencies to start running small boats for the exclusion zones around them, and then, in the broader area, patrol boats and larger vessels, to create layered security.

There are hundreds of local fishing vessels that are not far away, these small dhows that fish in the area, and the issue of maintaining the security of those oil platforms is a very, very complicated security structure, and, right now, you would see a coalition task force flagship up there that would be supervising both Navy and Coast Guard patrol boats, and, from those patrol boats, they would launch small boats that would actually do intercepts of any dhows that might be entering the exclusion zones that are there.

So the issue is, how would you replicate that function with organic forces? And it is not just Coast Guard; it is Coast Guard, Navy, and actually coalition forces that are up there.

The other forces we have in the area are training team that are actually training in the Port of Afum Khasser to help the Iraqi Coast Guard and the Iraqi Navy learn how to actually operate the small boats.

We are also involved in foreign military sales and providing small boats to Iraq.

We also have a port security unit deployed over to Al-Shwaiba that is providing security for the in-load and the out-load of military materials coming in and out of there, sir.

Mr. PRICE. That training component, in particular; has that remained at a fairly constant level for some time?

Admiral ALLEN. Yes, sir. We are talking no more than 10 people at any particular time, maybe as low as two or three. We have a captain on staff in Baghdad that coordinates our role over there. It is very small, it is very impactful, but it is very small, sir.

Mr. PRICE. Mr. Carter, do you have further questions?

Mr. CARTER. No.

Mr. PRICE. Well, thank you. With that, we will wrap up here and thank both of you for your very helpful testimony and look forward to seeing the detailed budget, in a matter of weeks now, and working with you as we put the 2010 bill together. Thank you for a good morning.

Admiral ALLEN. Thank you.

Mr. PRICE. The Subcommittee is adjourned.

United States
House of Representatives
Committee on Appropriations

Hearing before the
House Appropriations
Subcommittee on Homeland Security

Measuring Mission Needs

Questions for the Record

April 22, 2009

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QUESTIONS FOR THE RECORD SUBMITTED BY

CHAIRMAN DAVID PRICE

**Admiral Thad Allan, Commandant,
United States Coast Guard**
Coast Guard: Measuring Mission Needs

Reliance on Contractors

Question: What are the trends in the number of contractors used in Coast Guard acquisitions, and the trends in the roles they are assigned?

ANSWER: Coast Guard Acquisition is accomplished by Coast Guard personnel (civilian and military), Other Government Agency (OGA) personnel, and support contractors.

The Coast Guard's assumption of the Deepwater Program system integrator from Integrated Coast Guard System (ICGS) is the most significant factor affecting the number of acquisition personnel the Coast Guard requires to manage acquisition on a project-by-project basis. As the transition of system integrator to the Coast Guard moves to completion, the number of ICGS personnel will become smaller as the number of Coast Guard managed resources becomes larger. Therefore, over the next several years, the number of Coast Guard employees, OGA personnel, and support contractors likely will increase to assume the work formerly performed by ICGS.

The acquisition support contractors provide only non-inherently governmental acquisition support. The Coast Guard anticipates the number of acquisition support contractors to increase some over the next year or two as ICGS work decreases and then start to decline based on the increased number of Coast Guard and OGA personnel.

Deepwater and Beyond

Question: GAO reports that recent acquisition program baselines show that Deepwater costs have increased by over \$2 billion since 2006. Do you agree with this assessment?

ANSWER: Yes. The current Total Acquisition Cost (TAC) for approved Deepwater Acquisition Program Baselines (APBs) is approximately \$2B over the original Integrated Deepwater System baseline of \$24.23B that was approved by DHS on May 15, 2007.

Question: What are the major elements that have driven these cost increases?

ANSWER: Two projects constitute the largest share of costs increases in Deepwater: the National Security Cutter and the Maritime Patrol Aircraft. Below are the two projects and the major elements that have driven their respective cost:

- National Security Cutter
 - Post 9/11 requirement changes

- Commodities Pricing
 - Dollar Exchange Rate
 - Impact of Gulf Coast hurricanes in 2005 and 2008
- Maritime Patrol Aircraft
 - Updated life cycle costs estimates for spare parts
 - The addition of a full motion Aircraft Flight Simulator
 - The addition of several facility upgrades not included in the original Deepwater Program cost estimates.

Question: When will we know the full cost of the Deepwater program?

ANSWER: In an effort to improve visibility and facilitate the overall program management of Deepwater projects, the Coast Guard, in conjunction with the Department of Homeland Security is disaggregating the high-level Deepwater Program Acquisition Program Baseline (APB) approved by DHS on May 15, 2007, into individual APBs for each project.

The current acquisition cost of the Deepwater Program is calculated by adding the cost of acquisition activities and the individual projects' Total Acquisition Cost (TAC) as delineated in the approved individual project APB. If an approved standalone APB does not exist, the Coast Guard uses the projects' TAC as listed in the consolidated single APB for the entire Deepwater Program. Based on that methodology, the Coast Guard current total is \$26.389B for the Deepwater Program.

Currently, there are six individual APBs (C-130J aircraft, C-130H aircraft, HH-60 helicopter, Fast Response Cutter and Command, Control, Communications, Intelligence Surveillance and Reconnaissance (C4ISR)) that have been provided to DHS for approval. With the approval of these APBs, the Coast Guard will have an updated TAC for the Deepwater acquisition, which will be the estimated Deepwater full cost. As these APBs are approved, the Coast Guard will provide copies to the committee.

Question: What do you intend to do to control costs in the future?

ANSWER: The Coast Guard has incorporated lessons learned from the early stages of the Deepwater Program acquisition to control future costs. Several of these lessons-learned have become Cornerstones of Coast Guard Acquisition. They include:

- Following a well defined and disciplined major systems acquisition process as defined within and required by the Coast Guard Major System Acquisition Manual
- Focusing on high value efforts
- Establishing and maintaining a direct Coast Guard relationship with the contractor, rather than contracting through a separate lead systems integrator
- Developing detailed technical requirements, and firm adherence to those requirements throughout the proposal design evaluation process and construction
- Stabilizing requirements and reducing and/or eliminating High-Risk items
- Increasing oversight with sufficient on-site government staff at production facilities
- Increasing the involvement of technical authority throughout acquisition and delivery process
- Limiting changes by using Configuration Control Boards with strict precepts for what may be approved
- Utilizing independent reviews (i.e., independent cost estimates and design assessments)
- Leveraging Navy and other government partnerships
- Conducting Monthly Earned Value Management Reviews and Quarterly Program Management Reviews
- Increasing the number of acquisition certified Program Managers (PM), PM staff and Technical Authority

Staff

Question: Are the systems that the Coast Guard plans to procure under Deepwater adequate to meet all of the service's needs, or can we expect requests for other major acquisitions in the near future?

ANSWER: The Deepwater acquisition plan meets current services needs. There is no plan to pursue additional Deepwater major acquisition projects at this time.

Question: How does DHS's rescission of acquisition authority affect the Coast Guard's procurement of Deepwater assets?

ANSWER: The September 25, 2008 Department of Homeland Security (DHS) rescission of acquisition approval authority for Deepwater assets formalized the oversight process already implemented by the Coast Guard as part of the *Blueprint for Acquisition Reform*. As this change had already occurred, there was no impact on the procurement of Deepwater assets. The governance process for Deepwater assets is now consistent with the process in place for all other major Coast Guard acquisitions (non-Deepwater), where each major acquisition, defined as a project with a Life Cycle Cost greater than \$300M, is reviewed and approved initially by the Coast Guard Acquisition Review Council and subsequently by the DHS Acquisition Review Board at Acquisition Decision Events 1-3, in accordance with the DHS Acquisition Directive 102-1 of November 2008.

Question: Have you experienced delays in DHS reviews and approvals of key documents, If so, what impact have the delays had on Coast Guard's ability to execute the program in a timely manner?

ANSWER: No. The Coast Guard has not experienced delays on DHS reviews and approvals in key acquisition documents.

Stalled Programs

Question: Acquisition programs for the Fast Response Cutter-A, Offshore Patrol Cutter and the Vertical Unmanned Aerial Vehicle were shelved after the taxpayers invested a significant amount of money in those projects. \$35 million was obligated for work on a composite-hulled Fast Response Cutter that was rejected due to excessive technical risks. After spending \$19.8 million, the Coast Guard terminated work on the Offshore Patrol Cutter once concerns were raised about escalating costs. Similarly, the Coast Guard shelved its "Eagle Eye" Vertical Take-Off Unmanned Aerial Vehicle due to "slow technology development" and "funding shortfalls," despite \$114.5 million in taxpayer investments. What changes have taken place in the Offshore Patrol Cutter, Fast Response Cutter, and UAV that that should reassure the Subcommittee that further investment in these programs will be better spent?

ANSWER: Fast Response Cutter (FRC)

The most significant change between FRC-A and the current FRC project is composite hull construction and other immature technologies are not being pursued. Other factors helping to ensure the FRC project will be successful include:

- Parent craft design
- Direct contract relationship with Bollinger
- Active continuous involvement of Coast Guard Technical Authorities

- Parent craft designer and builder on Bollinger engineering team
- Coast Guard military and civilian employees on-site at the shipbuilders facility
- American Bureau of Shipbuilding (ABS) class certification required
- Detailed technical contract requirements
- Firm fixed-price contract
- Contract quality affirmed through GAO ruling in favor of the Coast Guard during contract protest.
- Active, continuous involvement of Coast Guard Technical Authorities and the Sponsor
- Regular involvement by DHS in oversight role
- Use of U.S. Navy resources by project, technical authorities, and sponsor as appropriate

Offshore Patrol Cutter (OPC)

There are several principal changes regarding the OPC Project which will ensure project success:

- The Coast Guard has assumed the role of Lead Systems Integrator (LSI) and is no longer relying on the OPC concept provided under the Deepwater contract. The OPC design will reflect Coast Guard generated and approved requirements.
- The OPC Project is now being implemented in accordance with the Major Systems Acquisition Manual (MSAM) requiring comprehensive and rigorous project management and Acquisition Decision Events (ADE) (milestones) with full and open competition.
- The Coast Guard is currently conducting cost-requirement trade studies, utilizing NAVSEA's cost estimating expertise, to ensure requirements are affordable.
- The OPC Project Team is conducting a series of one-on-one meetings with the major U.S. shipbuilders to get feedback on the affordability of potential acquisition strategies and ship requirements.
- The OPC Project Team reports directly to an Executive Oversight Council (EOC), chaired by Director of Acquisition Programs and includes senior level stakeholders from the Sponsor, Technical Authorities and Acquisition as members.

Unmanned Aerial Vehicle (UAV)

The following activities, fully in compliance with the Coast Guard's Major Systems Acquisition Manual (MSAM) have been initiated and will ensure that the Coast Guard has a solid acquisition approach if a new Unmanned Aerial Systems (UAS) program is established. These activities have been conducted since the expiration of the VUAV period of performance with Integrated Coast Guard Systems (ICGS) in June 2007 and the completion of Phase 2 of the alternatives analysis in August 2007.

- Initiated pre-acquisition analysis phase for Coast Guard UAS by funding FY09 activities to support cutter-based and land-based UAS acquisitions.
- \$3.0M was appropriated in FY 2009 for the UAS project to perform the following pre-acquisition analysis phase activities:
 - Supporting USCG missions with UASs (development of Concept of Operation & Preliminary Operations Requirements Document)
 - Conducting safety-based statistical analysis
 - Addressing Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) maritime airspace operational requirements for UASs
 - Analyzing air vehicle command and control and related data management approaches
 - Analyzing data between on-scene assets, the Coast Guard's Common Operating Picture (COP), and other required linkages.

Additionally, the R&D program is on track to complete priority research with FY08 RDT&E funds to identify a UAS that could operate effectively off the NSC. The R&D Center has completed its Constraints Analysis, Airspace Interim Report, an initial market survey for test articles, and a dry-fit of a Navy Fire Scout on Board the USCGC BERTHOLF. Currently, the Coast Guard is pursuing three-pronged testing that includes: (1)

shore-launched vertical-lift UAS field tests over water, (2) participation in the Navy's underway developmental and operational testing of the Fire Scout on board the USS MCINERNEY, and (3) field validation of the NSC's air-search radar to determine the cutter's ability to manage its own air space for UAS operations. These concurrent field tests are the key remaining portions of the research study to identify the most effective UAS to operate from the NSC. These efforts are projected for completion and final reporting in late March 2010 on schedule. Following completion of this project, the Coast Guard envisions subsequent field tests to include launch and recovery from the NSC.

A summarized activities and deliveries schedule follows:

<u>Date</u>	<u>Description</u>
Completed	Constraints Analysis and Airspace Study Interim Report
Completed	Initial Market Survey for test platform and sensors
Completed	Dry Fit of Navy Fire Scout on board USCGC Bertholf
Jun 2009	Test Plan for 3-pronged UAS testing
Jul 2009	Market Research Report
Jan 2010	Report of 3-pronged UAS testing
Mar 2010	Final Report and Recommendations for an effective UAS for the NSC

In addition, the Coast Guard has begun collaboration with the Department of Defense (DoD) and appropriate DHS organizations on UAS acquisitions to meet common requirements that will enable Coast Guard to leverage existing acquisition plans for UAS.

- **CG/CBP Partnering:** Coast Guard signed a Memorandum of Agreement (MOA) with CBP in early 2008 to collaborate on UAS planning, acquisitions, and operations. This led to the creation of a Joint Program Office to conduct mutual beneficial activities associated with Land-Based UAS and their related systems. In March 2008, a joint maritime Predator UAS demonstration was conducted in the Gulf of Mexico that showed promising potential to provide strategic surveillance capability. Results did indicate that more extensive research is needed to build service knowledge and experience to inform future acquisition and operations activities.
- **USN NAVAIR Collaboration:** Coast Guard RDT&E staff is collaborating with NAVAIR (NAS Patuxent River) land-based and cutter-based UAS programs. Additionally, the USCG Office of Aviation Forces (CG-711) signed an MOA in October 2008 to formally establish a relationship of cooperation and information sharing in the development of ship-based UAS. CG-711 has since been actively involved in the generation of requirements for UAS surface-search radar.
- **Liaison & Ops Staffing:** In support of UAS partnerships with DOD and CBP, the Coast Guard intends to assign officers at the following locations in summer 2009:
 - CBP Air/Marine Operations Center Liaison – March AB, CA
 - CG/CBP Joint Program Office Deputy
 - UAS Liaison to USN NAVAIR Patuxent River
 - FAA UAS Office Liaison
 - Four USCG pilots to ATC Mobile for UASs

Question: What lessons has the Coast Guard drawn from its VUAV experience?

ANSWER: Some of the lessons learned from the Coast Guard's VUAV experience follow:

- Operational requirements must be clearly defined. All stakeholders must contribute to the development of a well-defined Mission Needs Statement, Concept of Operations, and Operational Requirements Document.

- Development of advanced technologies, such as VUAV's, include significant cost and schedule risk that must be identified, analyzed, and mitigated early. Alternatives analyses, market research, and life-cycle costs must be examined prior to committing to developmental technology.
- Actual Technology Readiness Level (TRL) of a VUAV system (including platform, sensor payload, and launch-and-recovery sub-systems) must be validated by real-world testing and evaluation.
- Constraints associated with VUAV-to-ship dynamic interface, ground control station limitations, human factors engineering, and airspace operations/restrictions (which are rapidly changing) must be carefully evaluated prior to selection of VUAV systems.
- Existing unmanned aerial systems may provide a more technologically mature and cost effective solution. Partnerships with other government agencies can provide opportunities to leverage non-recurring engineering, production, and support costs. However, significant dedicated Coast Guard resources and effort must be applied to adopt technologies developed by other government agencies for other missions and environments and adapt them into the Coast Guard's multiple missions and maritime environments.

The Coast Guard has developed an Unmanned Aircraft System strategy addressing all current lessons learned. This strategy was approved by the Department of Homeland Security in the Acquisition Decision Memorandum (ADM) of 11 February 2009. The ADM approved planning for pre-acquisition Advanced Concept Technology Demonstrations (ACTD) to show how UAS technologies already developed by other agencies may be adapted to provide needed maritime surveillance capability.

Question: Last year, the Subcommittee provided \$3,000,000 for the Coast Guard to study unmanned aerial vehicle systems to meet the Coast Guard's maritime surveillance requirements and just over \$3 million to support an alternatives analysis for the Offshore Patrol Cutter. What is the status of these two studies?

ANSWER: Unmanned Aircraft Systems (UAS) Study Status: As of May 2009, the Coast Guard has procured contractor support for pre-acquisition documentation development including the Concepts of Operations (CONOPS) and Preliminary Operational Requirements Documents (PORD) for land and cutter based UAS. Currently, Coast Guard is in the process of funding DHS Science and Technology (S&T) for maritime UAS airspace and UAS data management studies and also funding NAVAIR for cutter-based UAS sensor studies. Below is a synopsis of pre-acquisition analysis phase activities along with the contracting vehicle/source:

- a. Supporting USCG missions with UASs (development of Concept of Operations (CONOPS) & Preliminary Operations Requirements Document (PORD))
 - o This effort was awarded in April 2009 to produce a land-based CONOPS/PORD by 4QFY09 and a cutter-based CONOPS/PORD by 2QFY10.
- b. Conducting safety-based statistical analysis
- c. Addressing Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) maritime airspace operational requirements for UASs
- d. Analyzing air vehicle command and control and related data management approaches
 - o Efforts b thru d will be conducted by DHS Science & Technology (S&T). June 2009 is the anticipated in place date. Reports are due in 3QFY10.
- e. Analyzing data between on-scene assets, the Coast Guard's Common Operating Picture (COP), and other required linkages.
 - o DHS S&T will produce a final report in 3QFY10.
- f. Sensor studies (radar) identifying requirements unique to the Coast Guard's missions (e.g., law enforcement, search and rescue) in its theater of operations.
 - o This effort is being conducted through a military interdepartmental purchase request (MIPR) with NAVAIR; a final report is planned for Dec 2010.

(2) OPC Alternatives Analysis (AA): The Coast Guard intends to contract with a Federally Funded Research and Development Center (FFRDC). A preliminary scope of work has been completed and the contract is

anticipated to be in place in the 3rd quarter of FY09. The AA is to be completed by 1st quarter FY10. In addition to the AA, the Coast Guard is continuing efforts on development of the OPC design studies, requirements trade studies, and ship cost estimates in FY09.

Iraq Operations

Question: To clarify your answer from the hearing, are any of the Coast Guard's base funds being used to support operations in support of OIF/OEF or other overseas contingency operations?

ANSWER: : The Coast Guard uses base funding to support the operations of medium and/or high endurance cutters involved in out of hemisphere (OOH) deployments in support of Overseas Contingency Operations (OCO).

FY 2008 DHS Financial Statement Audit

Question: The Coast Guard lags behind the other DHS components in terms of strengthening its internal financial controls. For example, while the number of material weaknesses identified by the DHS Chief Financial Officer regarding internal controls has been reduced from ten in fiscal year 2005 to six in fiscal year 2008, the Coast Guard holds almost 95% of DHS's unauditible account balances. Similarly, in the recently received fiscal year 2008 DHS financial statement audit, the Inspector General found that of fiscal year 2007's 31 Notices of Finding and Recommendation identified as problems for the Coast Guard, *not a single one was closed*. No other DHS component had as many except for FEMA, and no other component that had more than two Notices failed to close at least one. What is behind this seeming lack of progress?

ANSWER: The Coast Guard remains deeply committed and invested in assisting the Department of Homeland Security in achieving an opinion on its financial statements and has continued to make strides to achieve audit compliance. However, Departmental level audit reporting, by design, must to some degree homogenize information across the many components and thus may limit the information regarding remediation progress conveyed for any one component. Coast Guard is notably a complex, multi-faceted, and highly decentralized organization, which historically is a strength which provides the ability to respond effectively to an ever-changing mission environment and yet presents challenges to achieving and then maintaining an excellent financial management capability.

While representation in the Department-level Annual Financial Report (AFR) may not lend itself to fully disclosing progress it is true that the Coast Guard has not progressed as fast and as far towards closing the 31 Notice of Findings and Recommendations (NFR) from prior fiscal years. There are two primary reasons: (1) a shift in strategy for becoming audit compliant, and (2) the lack of in-house capability and capacity in federal financial accounting and internal controls.

In the past, remediation efforts had been focused on correcting the symptoms, rather than identifying and correcting the root causes of material weaknesses. This approach resulted in the closure of NFRs, but made little progress towards audit compliance. In April 2008, the Coast Guard chartered the Audit Readiness Planning Team (ARPT), a cross-functional team of senior Coast Guard and DHS financial management experts to develop a holistic, actionable plan to address the root cause conditions of our material weaknesses by focusing on effective internal controls, remediating and supporting financial reporting, achieving audit readiness, and improving accountability across the enterprise. This plan, the Financial Strategy for Transformation and Audit Readiness (FSTAR) Version 2.0, has been reviewed by the DHS Office of the Inspector General (OIG) (Letter of review transmitted to Congress on January 7, 2009) and is being implemented by the Coast Guard.

Additionally, for FY 2009 financial statement audit the Coast Guard is working closely with DHS financial management, the Inspector General and the independent auditor to address specific NFRs or elements of the NFRs. The end result is expected to either close NFRs or to substantially address the most critical conditions represented so as to eliminate or reduce the severity of the deficiency. The overall objectives are to eliminate deficiency conditions, establish a sustainable financial management capability, and maintain a successful audit readiness posture for the future, which is consistent with the Department.

The other primary barrier to success is the historic weaknesses in the Coast Guard's entity level control structure. Fiscal constraints in the 1990's forced the Coast Guard to streamline its financial management competencies. At the time, financial management was not deemed a core competency to execute the service's missions. As such, the Coast Guard now lacks the breadth of expertise in key specialties to make and maintain the significant organizational change required to comply with governmental financial management initiatives. The FY10 President's Request addresses this capability gap through the Coast Guard's Financial Management Oversight initiative.

Polar Operations

Question: Given the limited life expectancy of the polar icebreakers in the Coast Guard Fleet, and the length of time needed to build new capacities, what is the Coast Guard's plan for ensuring a robust presence in the polar regions?

ANSWER: Coast Guard currently maintains a robust presence in the Arctic with both surface and air assets that perform the full scope of traditional Coast Guard missions, in addition to ice patrols and research support activities that are specific to this region. For research missions that require an icebreaking capability, the Coast Guard operates the HEALY. HEALY was commissioned in 2000 with a designed service life of 30 years and is expected to be operational through 2030. A detailed, high-latitude mission analysis report, which includes evaluation of polar icebreaker requirements, is currently being developed by an independent third-party. The study will help inform decisions regarding current and future capability needs.

- In Antarctica, the Coast Guard continues to support South Pole research station resupply efforts by performing icebreaking services to open McMurdo Sound on an as needed basis using the heavy-duty icebreaker POLAR SEA. POLAR SEA completed a major overhaul in 2006 and is expected to be operational through 2014.

Question: Is there a clear picture of what the Coast Guard would require to meet an expanding polar mission? If not, what would it take to get one?

ANSWER: : The Administration is assessing the overarching issues facing the Arctic, including those associated with impacts of climate change, increased human activity, new or additional information needs, and conservation of Arctic resources. This approach will necessarily include identifying any implementation issues associated with the Arctic policy signed by the previous Administration. Additionally, the Coast Guard will report out the findings of their 2009 High Latitude Study. From these activities, the Administration will better understand the role of icebreakers in the Arctic and will be able to address specific operational issues in 2011.

Question: Would it make sense to work with the Canadians to develop a joint polar presence to at least ensure clear shipping lanes?

ANSWER: It makes sense to work with all of the Arctic nations and other key stakeholders and allies (e.g. European Union, North Pacific and Atlantic Coast Guard Forums, etc.) to ensure the full range of safety, security, and stewardship issues in the Arctic are properly addressed. This includes working with the Canadian maritime services and Canadian Ice Service to ensure the safety of the Marine Transportation System. It also includes working with the International Maritime Organization to establish mandatory guidelines for ships operating in ice-covered waters, the Arctic coastal states to develop bi-lateral and regional search and rescue and oil spill response plans, and with the Russian Federation on any vessel routing system needed in the Bering Strait.

Law of the Sea Convention

Question: How does the failure of the U.S. to ratify the Law of the Sea Convention hamper the ability of the U.S. to secure our maritime interests?

ANSWER: By remaining outside the Convention, the United States, in effect, has no “seat at the table” and is marginalized in dealing with critical maritime matters such as Extended Continental Shelf (ECS) claims. By ratifying UNCLOS, the United States would be in a far stronger position to effectively refute excessive maritime claims and participate in interpreting and applying the Convention to evolving, day-to-day realities. It would also entitle the United States to participate effectively in the administrative and judicial structures the Convention established.

The Convention codifies and guarantees the rights of our military, law-enforcement vessels, and aircraft to move freely through and over the world's oceans and to operate in international water and airspace. As Party to the Convention, the United States' exercise of these vital rights on the world's oceans would be on firmer legal footing, providing greater legal certainty and stability than afforded by our current reliance on “customary international law” to address international disputes for these matters. The U.S. would also be able to resolve most maritime disputes by means of a system of compulsory arbitration, which the United States negotiated and supported during the Convention's drafting.

Proposed Termination of LORAN-C

Question: The termination of LORAN-C is one of the few data points we have in the President's 2010 blueprint for the Department of Homeland Security, and is the only information we have concerning the proposed Coast Guard budget. However, the Coast Guard made an announcement in early 2008 that DHS would begin implementing an enhanced LORAN – or “eLORAN” – system as a backup to GPS navigation, and the Coast Guard told the Subcommittee last year that “LORAN-C...is well suited to field eLORAN.” The Subcommittee has received several communications urging us to reject the termination. Have you received any inquiries on the termination of LORAN-C? If so, please describe them.

ANSWER: To clarify, the Department of Homeland Security (DHS), not the Coast Guard, issued the referenced February 2008 statement. DHS recognizes that the announcement was premature because the Department had not taken appropriate steps to identify the requirements for GPS backup capability and had not validated that a single, national GPS backup was the appropriate option. Subsequent to that announcement, DHS conducted an informal survey of the critical infrastructure partners and found wide variances regarding backup system requirements. Presently, DHS is working with other federal agencies to look across the critical infrastructure and key resource sectors identified in the National Infrastructure Protection Plan assessment to

determine if a single, domestic system is needed as a GPS backup for critical infrastructure applications requiring precise time and frequency. If a single, domestic national system to back up GPS is identified as being necessary, DHS will complete an analysis of potential backups to GPS. The continued active operation of Loran-C is not necessary to advance this evaluation.

While Loran-C could be transformed into eLoran, hundreds of millions of dollars would be required to do such. Moreover, significant infrastructure investment well above and beyond the FY09 operating cost level of \$36M is required simply to continue operating Loran-C for any duration.

As a result of technological advancements over the last 20 years and the emergence of GPS, Loran-C is no longer required by the armed forces, the transportation sector, or the nation's security interests, and is used only by a small segment of the population. Reflective of those facts, the Coast Guard has not received many inquiries regarding the proposed termination.

The Trinity House, the aids to navigation service provider in the United Kingdom and overseer of its one eLoran station, inquired about the decision to terminate. In addition, we received Canadian requests for information as the U.S. has Loran-related agreements with Canada (and the Russian Federation as well). There have been no formal inquiries from the public regarding the proposal to terminate Loran-C.

Question: Has the Administration's policy changed toward eLORAN?

ANSWER: Questions regarding the Administration's policy toward eLoran should be directed to the Department of Homeland Security.

Question: Is the LORAN-C infrastructure still suited to supporting eLORAN?

ANSWER: Twenty of the 24 Loran-C stations have modernized transmitter and timing equipment capable of accepting additional hardware to enable eLoran implementation. However, the present condition and age of the physical infrastructure that supports Loran-C requires significant investment before it would be capable of supporting eLoran. Approximately \$200,000,000 of infrastructure investment is required to continue operating Loran-C for any duration.

Question: How many U.S. LORAN stations have been upgraded to the point they could carry an eLORAN signal?

ANSWER: None. Twenty of the 24 Loran-C stations have modernized equipment that could be further adapted to carry an eLoran signal if funding were made available. The remaining four Alaskan Loran stations (Attu Island, Port Clarence, Shoal Cove, and Tok) still use 1970s vintage vacuum tube transmitters. These transmitters, which are no longer supportable, must be recapitalized if the system is to be retained.

Question: How much would it cost to complete the necessary upgrades, if any?

ANSWER: : The estimated cost to complete the necessary upgrades to eLoran is \$425 million. This includes \$200 million for civil infrastructure and electronics repairs and recapitalization

Question: The budget outline indicates a \$36 million savings from terminating LORAN-C. How was that number determined? Did it factor in the costs of reestablishing a system for eLORAN?

ANSWER: The \$36 million in annual savings outlined in the President's budget is an estimation of the direct and indirect costs to operate and maintain of Loran-C. Such costs would be saved if the system were terminated. Establishment of an eLORAN system was not considered.

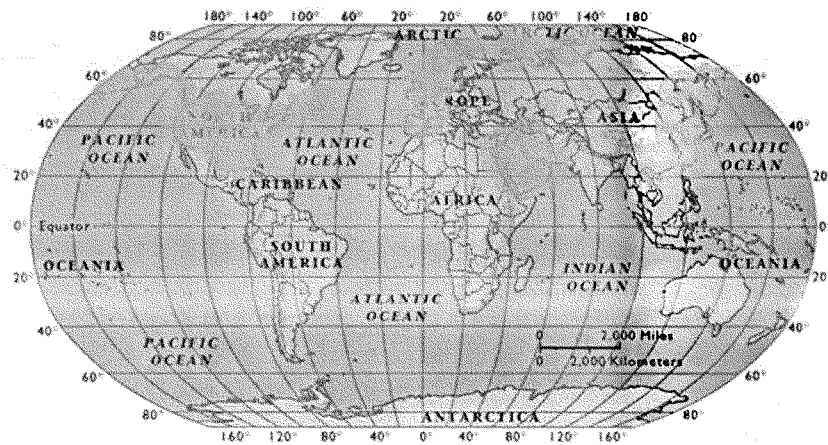
Question: It is my understanding that LORAN is the only radio-navigation backup available for GPS. Does that backup provide support for AIS and long-range ship tracking?

ANSWER: Loran-C is not a systemic backup to GPS and is not well suited to provide continuous position or navigational information for ocean-going vessels. . Loran-C As depicted in the attached map, Loran-C geographic coverage is significantly less than GPS. LORAN-C coverage is not available in the middle of the Pacific or Atlantic Ocean in the Northern hemisphere and nowhere in the Southern Hemisphere. Therefore, LORAN-C is not utilized as a backup for AIR or LRIT.

Question: What would the impact of the loss of GPS be on AIS and long-range ship tracking?

ANSWER: To date, little or no adverse impact has been observed with the typical short-term loss of GPS that occurs due to sunspots and other forms of natural interference. Without GPS, AIS and Long Range Identification and Tracking (LRIT) information can be provided by other methods well known to mariners (e.g., radar ranges/bearings, visual bearings, celestial navigation) to provide an accurate vessel position. Long-term, mid-ocean loss of GPS is extremely unlikely

Loran-C World Coverage



Ref: Admiralty List of Radio Signals, Vol 2, NP 282, 2008/09

Hull Condition of Existing CG Fleet

Question: In the most recent quarterly acquisition report there is a common concern that for both patrol boats and Medium Endurance Cutters the material condition of those hulls may be worse than anticipated, resulting in higher costs for refit. How confident is the Coast Guard in its current estimates of the condition of these hulls, especially given the high demand for these vessels?

ANSWER: The Coast Guard is confident in its current cost estimates for work and materials necessary to restore the structural integrity of the remaining Medium Endurance Cutter (WMEC) and Patrol Boat (WPB) hulls as part of the Mission Effectiveness Project (MEP). We continue to update the APB cost parameter threshold and have taken steps to improve the planning for future cutter availabilities. The Coast Guard utilizes Naval Sea Systems Command to conduct a detailed assessment of each RELIANCE-class WMEC structural integrity prior to arriving at MEP. In addition, each ISLAND-class WPB undergoes an exhaustive 100 percent visual and ultrasonic/sonar aided analysis at the beginning of MEP.

Progress on Reforms

Question: How does the Coast Guard measure progress in addressing acquisition reforms and workforce initiatives?

ANSWER: Currently, the Coast Guard is executing Version 3.0 of its *Blueprint for Acquisition Reform*, the strategic plan for improving acquisition capability within the Service. Human Capital management which includes workforce initiatives is an important component of the *Blueprint*. The Coast Guard measures progress in addressing acquisition reforms and workforce initiatives through the implementation of the 163 action items outlined in the *Blueprint* and actions associated with the 10 objectives outlined in Version 2.0 (2009) of the Acquisition Directorate (CG-9) *Human Capital Strategic Plan (HCSP)*.

The objective of the *Blueprint* is to provide a framework to address findings from audits, assessments, lessons learned, and other sources. The *Blueprint* undergoes an annual update where positive steps to address shortcomings are structured through an overarching strategy and detailed plans of actions and milestones. The strategy is founded on Office of Federal Procurement Policy (OFPP) "*Guidelines for Assessing the Acquisition Function*" published in May 2008 which was based on GAO's "*Framework for Assessing the Acquisition Function at Federal Agencies*." This framework consists of four interrelated cornerstones essential to an efficient, effective, and accountable acquisition process: (1) organizational alignment and leadership, (2) policies and processes, (3) human capital, and (4) information management and stewardship.

The detailed *Blueprint* action plans align with the cornerstones and include action items, measurable outcomes, lead points of contact (POCs), and planned completion dates. The action item progress is tracked and completion of items is documented thoroughly. The Assistant Commandant for Acquisition is briefed at least quarterly on the implementation status of the actions and *Blueprint* completion metrics are included in multiple reports.

As a result of action items in the *Blueprint*, the Office of Acquisition Workforce Management (CG-921) was established and focuses exclusively on workforce initiatives such as human capital planning, recruitment, retention, and training, development and certification of the acquisition workforce. This office developed the first CG-9 *HCSP* which identified key challenges and focused human capital management activities on addressing those challenges. The first version of the *HCSP* identified specific actions to be taken to develop the workforce the Coast Guard needs to execute acquisition missions. These critical actions were all completed on schedule. This year's update to the *HCSP*, structured in alignment with the Office of Personnel Management's

Human Capital Assessment and Accountability Framework (HCAAF), presents the strategies CG-9 will use to manage human capital resources to achieve its acquisition objectives. Examples of metrics used to gauge progress are codified and tracked in a workforce database, including turnover analysis, 1102 vacancy trends, hiring timeline, certification progress, and entrance and exit survey results.

As acquisition improvement efforts continue to evolve, CG-9 will continually address areas of improvement based on internal and external feedback. Through this feedback, the continuous implementation of the *Blueprint* Action Plan will result in sustainable enhancements through the development of workforce competencies, particularly in program management and contracting. New start projects will be in compliance with practices listed in the Major Systems Acquisition Manual. Disciplined adherence to established processes, including the incorporation of best practices and use of data driven decision making tools, is central to success. The aggregate result of these concerted actions is the development of an enhanced Acquisition Directorate, capable of efficiently and effectively meeting the increased mission requirements of Coast Guard operational forces.

Question: What metrics are you using to ensure success is achieved or to measure that further changes are needed?

ANSWER: Currently, Coast Guard is executing Version 3.0 of its *Blueprint for Acquisition Reform*, the comprehensive guide for improving acquisition capability within the Service. The *Blueprint* includes action items, measurable outcomes, lead points of contact (POCs), and planned completion dates. The action items are tracked and completion for each is documented thoroughly. The Assistant Commandant for Acquisition is briefed at least quarterly on the implementation status of the actions and *Blueprint* completion metrics are included in multiple reports. Metrics to gauge progress and overall effect on acquisition program effectiveness are measured by the implementation of this action plan.

To date, the progress of the *Blueprint* action items is as follows:

Blueprint 2.0 - 85 of 102 (83%) action items complete

Blueprint 3.0 - 115 of 163 total items closed (70%) (61 additional action items were included in the Version 3.0 update).

Question: In your opinion, what are the highest priority items that remain to be completed on the *Blueprint* for Acquisition Reform?

ANSWER: All actions contained with the *Blueprint for Acquisition Reform* are considered important. However, the following four are considered the highest priority:

- Finalize the Plan of Action and Milestones (POA&M) to bring various System Engineering & Integration (SE&I) activities from Integrated Coast Guard Systems (ICGS) to the Coast Guard or an independent third party.
- Finalize policy development for the Coast Guard to serve as the Lead Systems Integrator (LSI)
- Continue to ensure all major acquisition projects are brought into compliance with the Major Systems Acquisitions Manual (MSAM).
- Continue to recruit, train, and staff critical CG-9 positions in Contracting and Program Management.

RESCUE 21

Question: In July 2008, the GAO noted that “the Coast Guard’s Rescue 21 faced a cost increase of 184% and schedule delays of 5 years after rebaselining.” What was the root cause of this cost increase and delay, and how is the Coast Guard proposing to prevent similar instances in the future?

ANSWER: The Rescue 21 cost and schedule increases presented by GAO are compared against the original Rescue 21 Acquisition Program Baseline approved on 16 April 1999, three years before the contract was awarded. Since then there have been a total of five revisions, and there is no one single root cause for the cost increase and delay. For example, one revision accounted for the cost overruns and schedule slips associated with early technical issues during the Analyze and Select (previously Concept and Technology Demonstration) phase.

The Coast Guard's most recent rebaselining request of the Rescue 21 project was approved by the Department of Homeland Security in May 2008. That revision:

- Incorporated the results of the then-recently updated project cost estimate based on actual Rescue 21 Full Rate Production (FRP) sector deployment cost data;
- Applied the results of a formal Integrated Baseline Review (IBR) regarding the first group of FRP sectors, along with actual Earned Value cost and schedule data, to the two remaining groups of FRP sectors;
- Accounted for the first-ever assessment of costs required to maintain Rescue 21 system in compliance with evolving federal Information Technology protocol/standards mandates;
- Incorporated cost and schedule results of initial estimates of Coast Guard deployment of Rescue 21 in Alaska;
- Accounted for an improved Rescue 21 communications tower planning process, and;
- Incorporated costs of backup communications options to address network outages.

The Coast Guard has since conducted formal Integrated Baseline Reviews for the two remaining groups of FRP sectors to fully understand cost and schedule baselines and associated risks.

Today, the Rescue 21 system is in Full Rate Production and is operational in 20 of 39 Sectors. Over 28,016 miles of coastline are covered by Rescue 21 and, to date, over 6,300 Search and Rescue cases (including numerous lives saved) have made use of this capability. Full Rate Production deployment, as well as the recapitalization of assets along the Western Rivers, is scheduled to be completed in Fiscal Year 2012; deployment of the Vessel Subsystem is scheduled to be completed in Fiscal Year 2015; and deployment of the Alaska Subsystem is scheduled to be complete in Fiscal Year 2017.

Question: Reportedly, there have been issues with Rescue 21 tower sites no longer being viable after regional planning and primary selection have taken place. Some of the reasons the Coast Guard cited in its recent quarterly acquisition report for these sites not working out are basic environmental concerns. How frequently is this happening? Why aren't these issues factored in earlier in the process?

ANSWER: In siting Rescue 21 communications coverage hardware, the Coast Guard uses a combination of existing legacy communications towers, co-locations on available commercial or other government towers, and, as a last resort, newly constructed government-owned towers to provide the required Rescue 21 coastal communications coverage. As an illustration, over the past 12 months, only three proposed tower sites have been eliminated due to environmental reasons (two in Coast Guard Sector San Francisco and one in Sector Detroit).

Based on this experience, the Coast Guard adjusted the tower planning process. Now, each proposed tower site undergoes a rigorous review by both the Rescue 21 production contractor and the Coast Guard, during which all factors, including required environmental concerns, are assessed for viability. Although the frequency of subsequent tower siting issues has been significantly reduced, complications do continue to arise during lease negotiations with commercial owners or the review process for new construction Rescue 21 towers that, for various reasons, may impact the proposed tower's viability.

Question: Updating your answer from last year's hearing, provide the current plan, with dates and costs for the Rescue 21 project, including operational testing, cut-over dates, and disconnection from the old system, by location.

ANSWER:

Group Cost (\$K)	Location (USCG Sector or Group/Air Station)	Operational Testing (RSAT)	Operational Use (Conditional Acceptance)	Cutover (Disconnection & Removal of Legacy Equipment)
IOC \$50,024 ¹	✓ Atlantic City ✓ Eastern Shore		Complete	
LRIP \$20,699	✓ Mobile, AL ✓ St Petersburg, FL ✓ Port Angeles, WA ✓ Seattle, WA		Complete	
FRP Group I \$137,746	✓ Long Island Sound ✓ Delaware Bay ² ✓ New York, NY ✓ Jacksonville, FL ✓ Hampton Roads ³ ✓ Miami, FL ✓ Astoria, OR ✓ Baltimore, MD ✓ North Bend, OR ✓ Portland, OR ✓ New Orleans, LA ✓ Key West, FL ✓ Houston/Galveston, TX		Complete	
FRP Group II \$89,991	▪ Corpus Christi, TX ▪ Charleston, SC ▪ North Carolina ▪ Boston, MA ▪ Humboldt Bay, CA ▪ Southeast New England ▪ Northern New England ▪ San Francisco, CA ▪ San Diego, CA ▪ LA/LB, CA	Nov 2009 Complete Complete Complete Aug 2009 Sep 2009 Oct 2009 Feb 2010 Mar 2010 Mar 2010 Oct 2010	Dec 2009 Complete Complete Complete Oct 2009 Nov 2009 Dec 2009 Mar 2010 Mar 2010 Apr 2010 Dec 2010	Feb 2010 Complete ⁴ Jul 2009 Sep 2009 Dec 2009 Feb 2010 Mar 2010 Jul 2010 Aug 2010 Mar 2011

Notes:

¹ Contract structure was reorganized for Full Rate Production Groups. IOC and LRIP costs only include delivery and installation

² Sector Delaware Bay incorporates IOC Sector Field Office Atlantic City

³ Sector Hampton Roads incorporates IOC Sector Field Office Eastern Shore

⁴ Sector has one operational legacy site remaining until existing tower coverage issues are resolved

Group Cost (\$K)	Location (USCG Sector or Group/Air Station)	Operational Testing (RSAT)	Operational Use (Conditional Acceptance)	Cutover (Disconnection & Removal of Legacy Equipment)
FRP Group III \$101,800	▪ Detroit, MI ▪ Honolulu, HI ▪ San Juan, PR ▪ Guam ▪ Buffalo, NY ▪ Sault Ste Marie, MI ▪ Lake Michigan	Sep 2010 Nov 2010 Feb 2011 May 2011 Jul 2011 Aug 2011 Oct 2011	Nov 2010 Jan 2011 Mar 2011 Jun 2011 Sep 2011 Oct 2011 Dec 2011	Feb 2011 Apr 2011 Aug 2011 Sep 2011 Dec 2011 Jan 2012 Mar 2012
Group IV \$144,700	Western Rivers: ▪ Ohio River Valley ▪ Upper Mississippi ▪ Lower Mississippi Alaska ▪ Juneau		TBD	

• Anchorage
Vessels Subsystem

n/a

National Security Cutter

Question: What is the status of the remaining outstanding Information Assurance issues and other trial cards on NSC 1?

ANSWER: All outstanding Information Assurance issues have been resolved and the National Security Cutter (NSC) is scheduled to receive Authority to Operate (ATO) for its secure systems shortly.

Question: The National Security Cutter was expected to operate with VUAVs and helicopters. With the delay in availability of a UAV of any type, helicopter capability becomes even more important. The quarterly acquisition report cites concerns about the HH-65's ability to structurally handle use of the helicopter landing system intended for the NSC, which has been only used on significantly larger, heavier helicopters. Is there a real concern that we could only be able to fly the larger HH-60 off the NSC?

ANSWER: The HH-65 is the primary helicopter for shipboard operations on the National Security Cutter (NSC).

The risk detailed in the quarterly acquisition report identifies the level of risk associated with installing the new Aircraft Ship Integrated Secure and Traverse (ASIST) system on the helicopter and the mitigation steps being followed to manage that risk. The HH-65 ASIST system Preliminary Design Review (PDR) has been successfully completed and the project remains on schedule for a March 2010 Developmental Testing with the NSC.

The HH-65 will still be able to operate from the deck of the NSC without the use of the ASIST system. However, ASIST will expand the operational envelope for flight operations.

Question: Has the Coast Guard Purchased long lead-time material for the fourth National Security Cutter, or are delays continuing?

ANSWER: National Security Cutter (NSC) 4 Long Lead Time Materials (LLTM) were purchased in October 2008.

Question: What is the current timetable for the purchase of the remaining proposed National Security Cutters?

ANSWER: The contract award schedule for the remainder of the National Security Cutter class is derived from the Capitol Investment Plan (CIP) that is currently being produced as part of the Department's development of the FY 2010-2014 Future Years Homeland Security Plan.

Question: The latest cost estimates provided to the Subcommittee show continued cost growth in the NSC program overall. What factors are driving the latest increases, and should we expect these to continue through the life of the program? Also, for the record, please provide the original cost estimate for the NSCs as well as the current cost estimate per ship.

- o **ANSWER:** The NSC Project's Acquisition Program Baseline (APB) was revised by the Coast Guard and approved by DHS in December 2008. This APB revision captured cost

increases from Hurricane Katrina impacts, the consolidated contract action of 2007, and resolved nearly all outstanding contracting issues from the post 9-11 changes. It also captured cost impacts in 2008 for influences beyond the Coast Guard's control including: escalation of material costs; hurricane impacts on the shipyard labor force and local economy, which have not subsided; and the weakening of the U. S. dollar relative to foreign currency. These impacts resulted in production delays further impacting costs. With NSC #1 is now delivered and NSC #2 is currently 85% complete, the Coast Guard has been able to better assess and project the production performance and cost of the NSCs over the past year based upon actual performance and data. The Coast Guard does not expect price increases from activities within its span of control.

The following table depicts the change in NSC costs since Deepwater Contract Award June 25, 2002. The latest projected costs form the basis of the APB Total Acquisition Cost.

NSC Total Acquisition Cost Chronology (\$M)								Reasons for Changes (Drivers)
Source/Event	Date Prepared	NSC #1	NSC #2	NSC #3	NSC #4	NSC #5-8	Total Cost	
2002 Contract Costs Only with No Govt Costs & No Inflation	Jun 2002	\$322.2	\$180.4	\$180.4	\$180.4	\$721.6	\$1,585.0	•Government Cost •9/11 Changes
One Plan Summary to Congress (Includes Govt Costs, 9/11 Changes & 1.8% Inflation)	Jul 2005	\$496.3	\$333.6	\$334.0	\$336.6	\$1,375.4	\$2,875.9	•Inflation •Hurricane Costs •9/11 changes updated
Consolidated Deepwater APB 1.1 (Includes Hurricane Costs & 9/11 Changes Updated)	Nov 2006	\$564.0	\$396.0	\$399.7	\$403.7	\$1,686.6	\$3,450.0	•Consolidated Contract Action •Updated Labor Hours
DHS NSC APB 1.0 Phase 1 (Included Consolidated Contracting Action & Actual Labor Hours to Date)	Sept 2007	\$640.7	\$495.7	\$504.6	\$465.0	\$1,864.0	\$3,970.0	•Structural Changes •CG Logistics •Increased Certifications
DHS NSC APB 1.0 Phase 2 (Includes Economic Changes from 2007-2008)	Dec 2008	\$701.3	\$524.9	\$530.4	\$604.3	\$2,388.5	\$4,749.4	•Economic Changes •Commodities Increase •Exchange Rates

Coast Guard Sexual Assault Reporting

Question: As you recall, last year, the Coast Guard was asked to answer a number of questions regarding its procedures for reporting and resolving sexual assault incidents in service and at the Coast Guard Academy. While the Coast Guard now reports to the Department of Defense on sexual assaults involving its members, the data is currently not being reported or used effectively to address the situation. GAO has recommended that the Coast Guard report directly to Congress, as DoD has no statutory requirement to report Coast Guard incidents.

Furthermore, GAO analysis indicates that significant underreporting of sexual assaults continues in the military – they noted that at 14 installations where the GAO administered a survey in 2008, 103 servicemembers indicated they had been sexually assaulted within the previous 12 months, yet 52 – just over half – of those assaults were not reported.

According to the August 2008 GAO report on sexual assault in the military, the Coast Guard and Department of Defense agreed with GAO's 11 recommendations to improve implementation of sexual assault prevention and response policies.

Admiral Allen, what steps has the Coast Guard taken to implement those recommendations?

ANSWER: Shortly after the GAO released their report "DoD's and the Coast Guard's Sexual Assault Prevention and Response Programs Face Implementation and Oversight Challenges," (GAO-08-924) in August 2008, the Coast Guard established a service-wide Sexual Assault Prevention and Response Coordinator (SAPRC) position at CG Headquarters. The incumbent was hired on September 1, 2008, and was tasked with the CG's SAPR Program, responsible for program development and ensuring GAO recommendations are addressed and implemented.

The Coast Guard has adopted similar policy to DoD's Sexual Assault Prevention and Response (SAPR) Programs and the SAPRC works closely with DoD's Sexual Assault Prevention and Response Office (SAPRO) while also serving on all four of DoD Sexual Assault Advisory Council sub-committees.

As a result of another GAO report, "The DoD and Coast Guard Academies Have Taken Steps to Address Incidents of Sexual Harassment and Assault, But Greater Federal Oversight is Needed (GAO-08-296)" the Coast Guard Academy, beginning in 2009, submitted its annual data on sexual assaults to DoD for inclusion in DoD's annual Service Academy report.

The Coast Guard is aggressively implementing its SAPR Program by drafting and/or updating policy (e.g., restricted reporting policy) and developing improved training modules. Two initiatives that are close to implementation (June 2009) are standardized SAPR General Mandated Training (GMT), and standardized curriculum to train Victim Advocates (VA) to assist sexual assault victims. Additionally, Coast Guard data call and collection procedures have been modified to reflect the Congressionally-mandated DoD requirements.

To support the SAPRC, the Coast Guard has assigned SAPR responsibilities to our existing 15 Employee Assistance Program Coordinators (EAPC) distributed amongst CG field units. The SAPR duties are in addition to their existing responsibilities. The Coast Guard has also added one new EAPC position to the Coast Guard Academy to assist sexual assault victims.

The Coast Guard is also working diligently to raise awareness of the sexual assault prevention and response program and reporting schemes available. Although the Coast Guard currently has low reported sexual assault rates, these numbers may not represent the full picture. We intend to emphasize prevention, policy, training and several marketing initiatives, some in concert with DoD.

Question: Clearly, the Coast Guard cannot resolve a problem that exists in the rest of the military, but what steps is the Coast Guard prepared to take to go beyond what the Department of Defense has done to address this issue?

ANSWER: The Coast Guard realizes that due to its size and structure, and the non-base-centric distribution of its personnel and units, that we are more nimble than DoD in our ability to adapt and adjust to emergent issues or demands. These characteristics enable the Coast Guard to quickly communicate and implement programs from senior leadership down to the "deckplates." Our field commanders are sensitized to this approach, and are proactively engaged in efforts to address sexual assault incidents within the Coast Guard.

Capitalizing on this attribute, the Coast Guard is aggressively implementing its Sexual Assault Prevention and Response (SAPR) Program. In August 2008, the Coast Guard established a service-wide SAPR Coordinator (SAPRC) position at CG Headquarters. The incumbent was hired on September 1, 2008 to develop and administer the program ensuring GAO recommendations are addressed and implemented.

To support the SAPRC, the Coast Guard has assigned SAPR responsibilities to our existing 15 Employee Assistance Program Coordinators (EAPC) distributed at field units. The Coast Guard has also added one new

EAPC position to the Coast Guard Academy to assist sexual assault victims.

Currently, we are drafting/updating policy (e.g., restricted reporting policy) and developing improved training modules. Two initiatives under development (anticipate implementation June 2009) are standardized SAPR General Mandated Training (GMT), and standardized curriculum to train Victim Advocates (VA) to assist sexual assault victims. Additionally, Coast Guard data call and collection procedures have been modified to reflect the Congressionally-mandated DoD requirements.

The Coast Guard has also adopted a similar policy to DoD's program and the SAPRC works closely with DoD's Sexual Assault Prevention and Response Office (SAPRO). Our SAPRC also serves on all four of DoD Sexual Assault Advisory Council sub-committees.

The Coast Guard is also working diligently to raise awareness of the sexual assault prevention and response program and reporting schemes available. Although the Coast Guard currently has low reported sexual assault rates, these numbers may not represent the full picture. We intend to emphasize prevention, policy, training and several marketing initiatives, some in concert with DoD.

Environmental Operations

Question: The Coast Guard is the only branch of the military explicitly tasked with environmental protection. Given the fact that the homeland defense missions of the Coast Guard have been given a much higher profile in recent years, how are you able to ensure that these missions are adequately resourced?

ANSWER: The Coast Guard is dedicated to meeting all of our maritime safety, security, and stewardship mission requirements. Leveraging the full capability of our workforce, multi-mission assets, and Federal, State, local and industry partners, the Coast Guard will continue to allocate our resources to best achieve our environmental protection program and mission performance goals.

In FY 2009, the Coast Guard received \$2.4M and 26 additional personnel to maintain and enhance environmental response and exercise capabilities provided for by the Clean Water Act, Oil Pollution Act of 1990, and Comprehensive Environmental Response Compensation and Recovery Act. The FY 2010 President's Budget Request continues to support our environmental protection mission requirements.

Question: What is the status of the Coast Guard's effort to ensure adequate training on spill quantification for Coast Guard Incident Management Divisions and Response Centers?

ANSWER: In Fiscal Year 2008, 89 individuals attended the Pollution Response course at the Coast Guard Training Center. In addition, Coast Guard personnel in the Prevention and Response fields receive training, which includes oil spill response, as part of their performance qualification standards and to receive a designation in the specialty. Coast Guard personnel also routinely receive on-the-job training to attain and maintain oil spill investigation and response expertise. The Coast Guard trains its personnel to assume reported spill volumes are inaccurate and to initiate response actions based on the type of vessel, the amount of oil it carries, and the circumstances of the incident.

Small Boats

Question: How is the Coast Guard progressing addressing on the dynamic stability issues identified during the testing of the Long Range Interceptor?

ANSWER: The Coast Guard has completed initial analysis and operational assessments of the Long Range Interceptor (LRI). Additional instrumented testing of the LRI is scheduled for later this summer, while CGC BERTHOLF's is underway. The results of these analyses will be used for possible alterations to the LRI and to support the technical requirements development for future LRI acquisitions.

Question: The Subcommittee notes that the program manager for the small boats program is not certified. Why is this still the case after being identified as a problem over 9 months ago?

ANSWER: The Project Manager currently holds Program Manager Level II certification. Upon completion of the final Program Management Office Course (DAU 352B) June 2009, PM Level III certification requirements will be completed.

Aquatic Invasive Species

Question: What is the status of the rulemaking for the Coast Guard's long-awaited ballast water discharge standard?

ANSWER: On June 3, 2009, Coast Guard submitted the Notice of Proposed Rulemaking (NPRM) titled "Standards for Living Organisms in Ships' Ballast Water Discharged in U.S. Waters" to the Office of Information and Regulatory Affairs at OMB, per Executive Order 12866.

Question: Please update the chart originally provided for the record for the Coast Guard's Fiscal Year 2009 Budget Request outlining funding for Coast Guard investments in combating Aquatic Invasive Species.

ANSWER: Below is the research funding obligated, or planned to be obligated, on aquatic invasive species activities for fiscal years 2000-2009.

QFR #0092 Funding for Aquatic Invasive Species											
Activity	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	Total by Activity
Standard Setting		\$174,326									\$174,326
Ballast Water Exchange (BWE)	\$141,000	\$100,000	\$576,780	\$601,667	\$522,717	\$525,009	\$119,050	\$491,809	\$325,000	\$3,000	\$3,406,035
Ballast Water Treatment (BWT)	\$523,500	\$365,972	\$217,960	\$503,700	\$199,931	\$175,348	\$193,476	\$303,000	\$425,000	\$2,000,000	\$4,907,887
Fouling and Other			\$105,714								\$105,714
Total by Fiscal Year	\$664,500	\$640,298	\$900,454	\$1,105,367	\$722,648	\$700,357	\$312,526	\$794,809	\$750,000	\$2,003,000	\$8,593,956

Intelligence Operations

Question: What is the current status of the Maritime Awareness Global Network (MAGNet)?

ANSWER: : MAGNet is the successor to the Joint Maritime Information Element (JMIE) system. Certification, testing and evaluation were completed and authority to operate was granted on September 22, 2008. On March 09, 2009, the Commandant of the Coast Guard certified MAGNet compliance with all applicable laws, including privacy laws. MAGNet is scheduled to replace the JMIE system and become fully operational on September 1, 2009.

C4ISR

Question: Please explain why the Coast Guard's C4ISR program seems to have made no progress in defining its operational requirements under the MSAM. Why should the C4ISR component of Deepwater be handled in a different fashion from other Deepwater elements?

ANSWER: The C4ISR acquisition process is MSAM compliant and follows the same methodology as all other Level I investments.

The existing robust set of C4ISR Project requirements are derived from an approved Mission Need Statement (MNS) – April 20, 2005, Concept of Operations (CONOPS) – June 25, 2002, Operational Requirements Document (ORD) – June 25, 2002 and many other baseline documents, asset CONOPS and ORDs. These requirements were addressed to produce, test and deploy the C4ISR hardware and software baseline releases for the National Security Cutter (NSC) and Maritime Patrol Aircraft (MPA) (C-144 and C-130J) systems.

Additionally, C4ISR Project planning is underway for Increment 3 development, which includes the initial Offshore Patrol Cutter C4ISR hardware and software baseline and updated capability for NSC and MPA. The sponsor and acquisition community representatives have formally reviewed and updated MNS and CONOPS documents that will be source documents for the ORD review/validation. Additionally, the asset and system specific CONOPS and ORDs are being used as source documents to ensure an enterprise wide solution. This minimizes design and development costs, maximizes hardware and software re-use, and minimizes training and logistics costs. The acquisition process is fully compliant with the MSAM.

The C4ISR Project's identification, validation and management of user requirements are aligned with Coast Guard mission needs as a result of the rigorous process used to define the functional requirements and the periodic review and update, as required, for an incremental acquisition strategy.

Question: As the Coast Guard does not have a finalized C4ISR solution, judging by the lack of completed requirements documents, how is the Coast Guard ensuring taxpayer dollars are not wasted on the interim C4ISR systems for the Coast Guard's newer assets?

ANSWER: The C4ISR Project has a robust set of requirements that are well tested along with a rigorous engineering process. Thousands of functional requirements were obtained from MSAM compliant, operational requirements-specific documents, vetted with the sponsor/user community and validated through the ICGS operated Dynamic Object-Oriented Requirements System (DOORS) and System Architecture Database. DOORS is employed to analyze and manage requirements traceability and currency throughout the design process and system acquisition cycle. DOORS is recognized as the world's leading requirements management tool. The C4ISR Project is employing DOORS to:

- Capture requirements and their history
- Continuously track all aspects of the requirement (e.g., classification, risk, interoperability, architecture, test and verification, approval status)

- Associate data across the enterprise (e.g., guidance, safety, justification, rationale, trades)
- Conduct analysis on those associations

The C4ISR acquisition strategy has always been designed to provide increasing capability through incremental development. This approach: 1) lowers schedule and technical risk; 2) enables a more even/phased funding profile; and 3) provides capability to the fleet more quickly.

Each incremental baseline release adds more capability to the previous release until the final system configuration is attained. The methodology continually builds on common designs, maximizing reuse, while managing a robust requirements-based acquisition process to incorporate new technology and increased functionality when it makes sense from a capability and life cycle cost perspective. This is standard methodology throughout industry and the Department of Defense.

The robust set of C4ISR requirements are derived from an approved Mission Need Statement – April 20, 2005, Concept of Operations (CONOPS) – June 25, 2002, Operational Requirements Document (ORD) – June 25, 2002 and many other baseline documents, asset CONOPS and ORDs.

This rigorous requirements derivation process coupled with a thorough design process ensures proper stewardship of taxpayer dollars and systems fully aligned with Coast Guard operational needs.

Management

Question: Please list all Coast Guard SES bonuses provided in 2008 by position office and bonus amount, using the same format as you provided similar data last year.

ANSWER: Listed below are all Coast Guard SES bonuses provided in fiscal year 2008.

Organization	Position Title	Bonus Amount ¹
Headquarters	Director for Civil Rights	\$48,191
Headquarters	Director of Commercial Regulations	\$11,500
Headquarters	Deputy Judge Advocate General	\$63,900
Headquarters	Deputy Director of Personnel Management	\$11,500
Headquarters	Deputy Asst. COMDT for ENG & Logistics	\$11,500
Headquarters	Deputy Chief Financial Officer	\$7,790
Headquarters	Deputy Asst. COMDT. For ACQ & Dir. ACQ	\$15,000
TOTALS:		\$169,381

¹ Includes Presidential rank awards

Question: Please list by office and pay grade level the number of non-SES Coast Guard employees who received a bonus or quality step increase (qsi) in 2008, the total bonus/qsi expenditures for the particular office and pay grade, and the total number of employees in the office and pay grade, using the same format as last year.

ANSWER: Attached are Non-SES total awards paid, Non-SES total number of employees on board as of pay period ending 9/27/2008 and Non-SES QSI certified for payment in fiscal year 2008.

Question: Please provide a table showing how much is requested in the 2010 budget for bonuses for Coast Guard military officers, SES employees, and non-SES employees.

ANSWER:

Category	Bonus
Non-SES Employees	\$9,337,274
SES Employees	\$201,838
Military Officer	\$545,000
Total	\$10,084,112

Question: Please provide for the record a table that shows all funds expended by Coast Guard and all uses of Coast Guard aircraft, if fully reimbursed, for travel of political employees for travel in 2008. Include name of individual traveling (including ALL non-Coast Guard personnel), location(s) visited, total cost, and purpose of the travel. The Coast Guard ignored the last data element last year – please provide a *complete* answer this year.

ANSWER: The table reflects information from October 1, 2007 to December 31, 2008, covering both fiscal year 2008 and calendar year 2008. Reimbursement rates per hour for this period are \$4,207 for the Long Range Command and Control Aircraft (LRCCA) and \$3,639 for the Medium Range Command and Control Aircraft (MRCCA) through March 31, 2008. Rates effective April 1, 2008 are \$4,636 for the LRCCA and \$4,103 for the MRCCA. Additional charges are included as applicable for communications services fees. The purpose for all DHS travel was required use in accordance with OMB Circular A-126.

FICRAs for Required Use (highly carrying DHS from 1/1/2008 thru 12/31/2008 for CG101 and CG102)											
Rates Through 31Mar08				Rates effective 01Apr08							
CG01: Gulfstream V				\$ 4,207 \$ 4,636							
CG02: Bombardier Challenger 604				\$ 3,630 \$ 4,103							
START	DAYS	ACT	SR	LOCATIONS	PURPOSE	NAME	POC	LEN	Flight Cost	Ground Cost	TOT/ACT
10/15/2007	1	CG01	S1	New Orleans, LA	Remarks at International Association of Chiefs of Police	BLOMME, A. 06 BROWN, ROSE CIV CALDWELL, CIV CASH, ED CIV CHERTOFF, M. S1 GLADY, BILL CIV MONTGOMERY, KATY MORGAN CIV TYRREL CIV	CAPT Blomme 202-841-9298	4.4	\$ 18,511	\$	\$ 18,511
10/17/2007	2	CG01	S1	Columbia, MD Portland, OR	Visit to Joint Task Force and Federal Radiological Monitoring and Assessment Center	BLOMME, A. 06 CHERTOFF, M. S1 HAMILTON SA IVERSON SA KNOCK, R CIV LUTZ, A CIV MACDONALD SA MAHER, J CIV SWEET, C CIV	CAPT Blomme 202-841-9298	10.1	\$ 42,491	\$ 322	\$ 42,813
10/23/2007	2	CG02	S1	San Diego, CA Los Angeles, CA	Visit Emergency Shelters and forest fires	BETTENHAUSEN, M. DIV BLOMME, A. 06 BOOHER, W CIV BROWN, R CIV CHERTOFF, M. S1 EVERSON, M CIV GLADY, B CIV KNOCK, R CIV MINSTER, C CIV PAULSON, D CIV REDDINGTON, B CIV	CAPT Blomme 202-841-9298	10.6	\$ 38,573	\$ 278	\$ 38,851
11/9/2007	5	CG01	S1	Halifax, NS Amman, Jordan London, UK	Meeting with Foreign Officials of Jordan and United Kingdom	ISLES, A. CIV BLOMME, C. 06 LLOYD, D. 07 BENDETTO, F. CIV SCHWIEN, F. CIV FOX, J. CIV STEPHENS, L. CIV CHERTOFF, M. S1 MORGAN, N. CIV BROWN, R. CIV WARRICK, T. CIV GLADY, W. CIV	CAPT Blomme 202-841-9298	28.5	\$ 119,900	\$ 2,340	\$ 122,240
11/28/2007	5	CG01	S1	Dublin, Ireland Berlin, German Shannon, Ireland	Remarks and meeting with Foreign Officials	ISLES, A. CIV LEVY, A. CIV BLOMME, C. 06 CHERTOFF, M. S1 CHERTOFF, M. DEP MORGAN, N. CIV ROSENZWEIG, P. BROWN, R., CIV MCCARTHY, T. CIV GLADY, W. CIV KNOCK, W. CIV	CAPT Blomme 202-841-9298	17.8	\$ 74,885	\$ 1,643	\$ 76,528
12/21/2007	3	CG02	S2	San Diego, CA Long Beach, CA Tucson, AZ	Press Conference	BROWN, R. CIV COLLINS, L. 04 KRAUSINGER, K. CIV KRAUSE, S. CIV SCHNEIDER, P. CIV USSS CIV WHITE, B. CIV	LCDR Collins 202-306-3637	10.6	\$ 38,573	\$ 139	\$ 38,732
12/25/2007	1	CG02	S1	North Eleuthra, Bahamas	Personal (note 1)	BLOMME, A. 06 LAYTHAN, A. CIV GLADY, B. CIV CHERTOFF, child CHERTOFF, spouse SAVAGE, J. CIV CHERTOFF, M. S1 BROWN, R. CIV	CAPT Blomme 202-841-9298	4.3	\$ 15,648	\$ 10	
1/1/2008	1	CG02	S1	North Eleuthra, Bahamas	Personal (note 1)	M. CHERTOFF CHERTOFF(SPOUSE) CHERTOFF(CHILD) CHERTOFF(CHILD) A. BLOMME	CAPT Blomme 202-841-9298	4.5	\$ 16,376	\$ -	\$ 16,376
1/23/2008 to 1/25/2008	3	CG01	S1	Davos, Switzerland	Meeting with Foreign Officials	A. BLOMME F. BENDETTO W. GLADY D. HAMILTON J. MCCOY M. CHERTOFF	CAPT Blomme 202-841-9298	16.0	\$ 67,312	\$ 5,032	\$ 72,344

* Note 1: Per Memorandum for the Secretary of Homeland Security from the Counsel to the President (March 3, 2004), all travel by SECDSHS qualifies as required use travel, as defined in OMB Circular A-126.

FY 08 for Required Use flights carrying DHS from 01/01/2008 thru 12/31/2008 for CG101 and CG102											
Rates Through 31Mar08				Rates effective 01Apr08							
CG01: Gulfstream V			\$	4,207	\$	4,636					
CG02: Bombardier Challenger 604			\$	3,630	\$	4,103					
START	DAYS	ACT	TYPE	LOCATION(S)	PURPOSE	FAV	POC	Hrs	Flight Cost	Comm. Cost	TOTAL
						C. SWEET R. BROWN R. KNOCKE					
2/1/2008	1	CG01	S1	New York, NY	Transportation Grants Press Conference	A. Blomme D. HAMILTON C. CALDWELL M. E. BROWN M. FERNANDEZ D. KENT R. KNOCE M. Chertoff J. MEERS A. LUTZ A. PETERA J. SAMMON T. SEXTON A. STOCKWELL C. SWEET	CAPT Blomme 202-841-9298	2.2	\$ 9,255	\$ 148	\$ 9,403
2/6/2008	1	CG01	S1	BOSTON, MA	Meeting with Governor and Kennedy School remarks	A. BLOOME A. LUTZ D. FILLIPPIS A. PETERA D. HAMILTON D. YAMIN E. RANIGAN M. CHERTOFF P. ROE R. KNOCKE	CAPT Blomme 202-841-9298	2.9	\$ 12,200	\$	\$ 12,200
2/7/2008	2	CG01	S1	TUCSON, AZ MCALLEN, TX YUMA, AZ JOHNSTON, TN	Aerial tours, purple cross awards, meeting with local leaders	J. AHERN BLOOME, A. BROWN, R. CHERTOFF, M. N. GAOUTTE ? GILLS R. KNOCE C. SWEET	CAPT Blomme 202-841-9298	12.0	\$ 50,484	\$ 1,894	\$ 52,378
3/10/2008	6	CG01	S1	BERLIN, GERMANY TALLIN, ESTONIA RIGA, LATVIA LJUBLJANA, SLOVENIA ROME, ITALY BRUSSELS, BELGIUM	Meeting with counterparts and tours	A. ISLE A. LUTZ A. BLOOME M. CHERTOFF D. HAMILTON F. BENEDETTO J. FOX W. GLADY S. BAKER M. KOUIMANS J. MCCOY	CAPT Blomme 202-841-9298	22.6	\$ 95,078	\$ 3,219	\$ 98,297
3/4/2008	2	CG01	S2	SAVANNAH, GA ELIZABETH CITY, NC	Site Visit	L. COLLINS A. BOYD R. BROWN J. CUEVAS J. HIGBEE A. KUDWA P. SCHNEIDER	CDR COLLINS 202-306-3637	3.0	\$ 12,621	\$ 14	\$ 12,635
3/23/2008	7	CG01	S1	GANDER, NS KUWAIT CITY, KUWAIT RIHAYD, SAUDI ARABIA TEL AVIV, ISRAEL SHANNON, IRELAND	Meetings with foreign counterparts, troop visits.	A. Blomme M. WHITE A. Lutz T. WARRICK E. FOX CHERTOFF(SPOUSE) M. Chertoff D. HAMILTON C. SWEET	CAPT Blomme 202-841-9298	30.2	\$ 127,051	\$ 4,940	\$ 131,997
3/24/2008	1	CG02	DHS	Gander, Canada	Aircrew Preparation	Crew Swap	DHS	5.7	\$ 20,742	\$	\$ 20,742
4/21/2008	2	CG02	FEMA	NEW ORLEANS, LA	Meeting with counterparts	R. BROWN H. JOHNSON N. FOGG C. GOODE J. HOFFMAN ? RANIGAN	N. FOGG	4.5	\$ 18,464	\$ 109	\$ 18,573
5/20/2008	1	CG01	S1	TETERBORO, NJ	Commencement ceremony	A. BLOOME A. BENNICI B. TYRREL C. HAVERBACK D. JOHNSON L. KEECHNER M. CHERTOFF N. MORGAN R. BROWN	CAPT Blomme 202-841-9298	1.1	\$ 5,100	\$ 113	\$ 5,212

* Note 1: Per Memorandum for the Secretary of Homeland Security from the Counsel to the President (March 3, 2004), all travel by SECDSHS qualifies as required use travel, as defined in OMB Circular A-126.

Fees for Required Use of DSHS carrying DHS from 01/01/2008 thru 12/31/2008 for CG101 and CG102											
Rates Through 31 Mar 08				Rates effective 01 Apr 08							
CG01: Gulfstream V	\$ 4,207			\$ 4,636							
CG02: Bombardier Challenger 604	\$ 3,630			\$ 4,103							
START DATE	DAYS	ACT	YR	LOCATION(S)	PURPOSE	PAK	POC	PM	Flight Cost	Comm Cost	TOTAL
5/24/2008	6	CG01	S1	SHANNON, IRELAND DOHA, QATAR ANKARA, TURKEY TEL AVIV, ISRAEL LONDON, ENGLAND	Meetings with foreign counterparts, troop visits.	A. BLOOME A. LUTZ C. SWEET F. BENEDETTO J. FOX J. SCHARFEN M. CHERTOFF M. NELSON S. BAKER W. GLADY	CAPT Blomme 202-841-9298	32.2	\$ 149,279	\$ 4,435	\$ 153,714
6/5/2008	2	CG01	S1	HOUSTON, TX	Remarks and RICE University meeting with counterparts, Ed boards	R. BROWN M. CHERTOFF D. JOHNSTON S. KOHLER K. MONTGOMERY B. MURRAY S. POWELL J. WALSH C. SWEET	LCDR JOHNSTON 202-306-3637	5.7	\$ 26,425	\$ 29	\$ 26,454
6/6/2008	9	CG01	S2	ANCHORAGE, AK YOKOTA, JAPAN HONG KONG, CHINA	Meetings with foreign counterparts.	L. COLLINS J. CUEVAS P. FUJIMARA A. LUTZ M. MCKEVITT P. SCHNEIDER B. WHITE M. WHITE	CDR COLLINS 202-306-3637	33.1	\$ 153,452	\$ 3,012	\$ 156,464
6/29/2008	3	CG02	S2	DETROIT, MI GREAT FALLS, MT GLASCOW, NY BUFFALO, NY	Site visits.	L. COLLINS J. CUEVAS A. DEFILLIPPIS A. LUTZ P. SCHNEIDER P. SHERRY	CDR COLLINS 202-306-3637	11.8	\$ 48,415	\$ 19	\$ 48,434
7/17/2008	6	CG01	S1	MEXICO CITY, MEXICO RIO DE JANEIRO, BRAZIL BRASILIA, BRAZIL	Meetings with foreign counterparts, troop visits.	A. BLOOME A. ROYD A. SILES A. LUTZ C. ALLEN M. CHERTOFF M. MULLEN R. KNOCKE	CAPT Blomme 202-841-9298	23.3	\$ 108,019	\$ 1,724	\$ 109,743
8/5/2008	6	CG01	S1	OAKLAND, CA SAN JOSE, CA ROSE, ID BARROW, AK	Berthoff Commissioning Ceremony, interviews, Google tour, cyber issues	A. BLOOME A. ROYD A. LUTZ C. SWEET M. CHERTOFF	CAPT Blomme 202-841-9298	18.4	\$ 85,302	\$ 642	\$ 85,944
11/7/2008	2	CG02	S1	NEWARK, NJ BOSTON, MA	Press Conferences.	M. Chertoff CHERTOFF(SPOUSE) S. DONLAN W. GLADY D. JOHNSTON R. LEGGANS	LCDR JOHNSTON 202-306-3637	2.1	\$ 8,616	\$ 183	\$ 8,799
11/10/2008	3	CG01	S1	BEUMONT, TX SAN JOSE, CA Los Angeles, CA TUCSON, AZ	Site visit and meeting	A. BLOOME N. CANGEMI M. CHERTOFF M. DEFILLIPPIS A. KUDWA A. LUTZ A. JAGS J. SCHARFEN C. SWEET J. HOFFMAN L. KEECHNER	CAPT Blomme 202-841-9298	13.4	\$ 62,122	\$ 1,252	\$ 63,374
11/13/2008	3	CG02	S2	SAN DIEGO, CA MIRAMAR, CA PALMDALE, CA LOS ALAMOS, NM SANTA FE, NM	Visit transitional housing, roundtable meetings, border issues	A. RAY B. WATERS B. WHITE J. CUEVAS J. MAXWELL P. SCHNEIDER R. BROWN	LCDR RAY 202-306-3637	11.4	\$ 46,774	\$ 189	\$ 46,963
11/18/2008	2	CG01	S1	NEWARK, NJ	Press conference.	M. Chertoff M. ORDA D. JOHNSTON M. ROHBARD M. MORGAN C. SWEET	LCDR JOHNSTON 202-306-3637	1.5	\$ 6,954	\$ 147	\$ 7,101
12/3/2008	1	CG02	S1	NEWARK, NJ	Kean University Remarks and Ed Board	R. BROWN M. CHERTOFF ? BUSH A. DEFILLIPPIS R. BROWN ? DIEKER	LCDR JOHNSTON 202-306-3637	1.7	\$ 6,975	\$ 30	\$ 7,005

* Note 1: Per Memorandum for the Secretary of Homeland Security from the Counsel to the President (March 3, 2004), all travel by SECDCS qualifies as required use travel, as defined in OMB Circular A-126.

Flt Hrs for Required Use Flights Training DRS from 01/01/2008 thru 12/31/2008 for CG101 and CG102											
Rates Through 31 Mar08				Rates effective 01 Apr08							
CG01: Gulfstream V				\$	4,207	\$	4,636				
CG02: Bombardier Challenger 604				\$	3,630	\$	4,103				
START	DAYS	ACT	VIP	LOCATION(S)	PURPOSE	PAK	FOC	Hrs	Flight Cost	Comms Cost	TOTAL
						M. GRADY D. JOHNSTON R. KNOCKE A. LUTZ					
12/11/2008	7	CG01	S1	BOSTON, MA LONDON, ENGLAND BERLIN, GERMANY RIYADH, SAUDI ARABIA BAHRAIN PARIS, FRANCE	Meetings with foreign counterparts, troop visits.	A. BLONME M. CHERTOFF CHERTOFF(SPOUSE) A. LUTZ W. GLADY C. SWEET E. FOX N. MORGAN R. STEWART	CAPT Blomme 202-841-9298	33.6	\$ 155,370	\$ 13,099	\$ 168,469
12/21/2008	1	CG02	S2	PHOENIX, AZ	Meet with new S1.	J. ACTON M. AYTES R. BROWN C. GALLOWAY T. LIST M. MCKEVITT G. RATLIFF R. RUTE P. SCHNEIDER	LCDR LIST 202-306-3637	8.7	\$ 35,606	\$ 50	\$ 35,746
12/29/2008	1	CG02	S2	PHOENIX, AZ	Meet with new S1.	D. JOHNSTON M. DAYTON P. SCHNEIDER R. ASHLEY R. Brown R. GREGORY R. JAMESON R. STEPHAN USSS USSS	LCDR JOHNSTON 202-306-3637	8.5	\$ 34,876	\$ 90	\$ 34,966
Total:	98							306.4	\$ 1,711,040	\$ 45,128	\$ 1,756,168

* Note 1: Per Memorandum for the Secretary of Homeland Security from the Counsel to the President (March 3, 2004), all travel by SECDS qualifies as required use travel, as defined in OMB Circular A-126.

Question: Please list the number, by office and pay grade level, of all Coast Guard employees hired non-competitively in fiscal year 2008.

ANSWER: The tables below show all Coast Guard civilian employees hired non-competitively in FY 2008, broken down by office and pay grade level. The format this year was revised to show separate tables for General Schedule (GS), Federal Wage System (FWS), and Administratively Determined (AD) hires. The total is 845 (725 GS, 97 FWS, and 23 AD).

CG COMMAND	AD Pay Plan (No grades)
PACIFIC AREA, ALAMEDA, CA	1
ACADEMY, NEW LONDON, CT	21
RESEARCH & DEVELOPMENT CTR, GR	1
AD TOTAL	23

	FEDERAL WAGE SYSTEM GRADES													FWS TOT
CG COMMAND	1	2	3	4	5	6	7	8	9	10	11	13		
1ST CG DISTRICT, BOSTON, MA						1		1	1	1			4	
7TH CG DISTRICT, MIAMI, FL				1	2		2		1	1			7	
8TH CG DISTRICT, NEW ORLEANS,		2											2	
9TH CG DISTRICT, CLEVELAND, OH										1			1	
UNIFORM DISTRIBUTION CTR, WOOD					6								6	
MLC ATLANTIC, NORFOLK, VA			3	5	1	2		4	2	8	1		26	
MLC PACIFIC, ALAMEDA, CA			1		3				1			1	6	
ENGINEERING LOGISTICS CENTER,						5				1			6	
ALC, ELIZABETH CITY, NC						2			1	9	1		13	
ACADEMY, NEW LONDON, CT					1					1			2	
TRAINING CENTER, CAPE MAY, NJ					1					1			2	
YARD, BALTIMORE, MD	3		15					1		1	2		22	
FWS TOTAL	3	2	19	6	14	10	2	6	6	24	4	1	97	

	GENERAL SCHEDULE GRADES															GS TOT
CG COMMAND	1	2	3	4	5	6	7	8	9	11	12	13	14	15		
1ST CG DISTRICT, BOSTON, MA				2	1				3	1	5				12	
5TH CG DISTRICT, PORTSMOUTH VA					2			1	2						5	
7TH CG DISTRICT, MIAMI, FL					3	2	5		2	3	4	2	1		22	
8TH CG DISTRICT, NEW ORLEANS,					5	2	3		2	8	4	1			25	
9TH CG DISTRICT, CLEVELAND, OH							2		3	6	1				12	
11TH CG DISTRICT, ALAMEDA, CA			2	1	3		3		1	3	2				15	
13TH CG DISTRICT, SEATTLE, WA				1	2				1	6	1	1			12	
14TH CG DISTRICT, HONOLULU, HI					1		3	1		2	2				9	
17TH CG DISTRICT, JUNEAU, AK					1	1	1		3	1	3	1			11	

ATLANTIC AREA, PORTSMOUTH, VA			1	1				3	1		1	1	1			9
PACIFIC AREA, ALAMEDA, CA					1			2	1		1	6	2			13
CG CMD & CTRL ENGR CTR, PORTSM			2								1					3
MLC ATLANTIC, NORFOLK, VA			2	11	17	9	6			4	10	18	6	1		84
MLC PACIFIC, ALAMEDA, CA	1	2	10	20	8	7	10	1	3	8	15	3	2			90
FINANCE CENTER, CHESAPEAKE, VA				1	9	4	6			6			2	2	1	31
ENGINEERING LOGISTICS CENTER,				1	3	10	3		3	6	1	2				29
NATIONAL MARITIME CTR, MARTINS			1	1	1					1	1				1	6
NVDC, FALLING WATERS, WV					1											1
ALC, ELIZABETH CITY, NC			1		1			5		4	3	3				17
CG INVSTG SVC, WASH. DC			1					1				8	3			13
OPS SYSTEMS CENTER, MARTINSBUR						1							2			3
TELECOM & INFO SYS CMD, ALEXAN												1	2			3
NAV CEN, ALEX, VA												1	2			3
PSC, TOPEKA, KS					4	4	1		3	2						14
INTELLIGENCE COORD CENT													1			1
NATL STRIKE FORCE, ELIZ CITY, NC					2											2
ACADEMY, NEW LONDON, CT			6	14	1	2	1					1				25
CG HEARING OFFICE, ARLINGTON,							1									1
USCG INSTITUTE, OKLAHOMA CITY,										1						1
NAT POLLUTION FUNDS CTR, ARLIN		1	1		1							1			1	5
TRAINING CENTER, PETALUMA, CA					1											1
TRAINING CENTER, YORKTOWN, VA	2				1			1		1	3	2				10
AVIATION TRAINING CENTER, MOBI					2						2	2				6
TRAINING CENTER, CAPE MAY, NJ				1						1	2					4
CG PERSONNEL COMMAND, ARLINGTO						1	5					1				7
YARD, BALTIMORE, MD		1	1	1				1			1					5
RESEARCH & DEVELOPMENT CTR, GR					1							1				2
HQTRS, WASHINGTON, DC	2	6	16	15	20	5	11	3	17	5	22	55	27	9		213
GS TOTAL	5	10	44	72	90	49	73	8	54	82	107	86	33	12		725

GRADES	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	GRAND TOTAL
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GRADE TOTAL	23	8	12	63	78	104	59	75	14	60	24	86	107	87	33	12	845
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Question: Please list the total cost of all military bonuses, by type, obligated in fiscal year 2008.

ANSWER: The information requested is shown below:

TYPE OF BONUS	FY2006	FY2007	FY2008
Selective Re-enlistment Bonus (SRB)	\$27,695,078	\$53,228,419	\$28,576,914
Special Enlistment Program	\$0	\$0	\$0
A-School/Striker Incentive Program	\$0	\$0	\$56,331
Enlisted Bonus (Non-Prior Service)	\$2,428,105	\$1,853,172	\$1,838,351
Enlisted Bonus (Prior Service)	\$400,971	\$373,849	\$293,652
Enlisted Bonus for College Credit	\$1,617,332	\$2,854,222	\$3,137,877
Non-Rate Enlisted Incentive Program	\$3,429,279	\$2,869,819	\$3,354,216
Career Status Bonus	\$8,765,283	\$6,923,533	\$6,269,250
Critical Skills Retention-Non Combat	\$0	\$0	\$0
Aviation Career Continuation Pay (ACCP)	\$84,000	\$21,000	\$0
TOTAL	\$44,420,048	\$68,124,014	\$43,526,591

Question: How does the Coast Guard explain the significant increase in Selective Re-enlistment Bonuses from FY 2006 to FY 2007?

ANSWER: : In FY 2007, based on a RAND Corporation study and a 2004 Marine Corps study, the Coast Guard transitioned to paying Selective Reenlistment Bonuses (SRBs) by lump sum rather than installments. The studies concluded that by paying SRBs in lump sum, the military could retain the same re-enlistment rates for less money. In 2007, the Coast Guard also offered individuals who received SRB(s) prior to 2007 under installments the option to be paid the remainder of their SRB in lump sum. During the transition period in 2007, the Coast Guard SRB program costs surged to pay down the out-year costs of SRBs that were converted to lump sum SRBs. The Coast Guard's out-year liabilities have dropped to less than \$5M and expect it to be reduced to zero by the end of FY 2014.

Question: Provide the total amount requested for the Coast Guard legislative affairs office in fiscal year 2010.

ANSWER: The total amount requested for Coast Guard Legislative Affairs activities is \$3,244,998, including personnel costs.

Contracts

Question: Update and submit, through the most recent month available, the list requested in last year's hearing record regarding sole source contracts. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: Because of its size, the response required for this question is provided separately.

Question: Please provide for the record a list of all contracts over \$5 million in total value executed by the Coast Guard in 2008. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firm fixed price, etc.).

ANSWER: Because of its size, the response required for this question is provided separately.

Question: Please provide for the record a list of all Coast Guard contracts, grants and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER: Because of its size, the response required for this question is provided separately.

Shore Maintenance Backlog

Question: Please update the figures provided last year outlining the shore maintenance backlog. Describe in detail how the Coast Guard prioritizes which projects to address first, and provide a prioritized list of backlogged shore maintenance projects.

ANSWER: Attached below is an updated list of the Coast Guard's deferred shore maintenance backlog.

Shore AC&I Project	FY 2010 Estimate (\$K)
*CG Academy Chase Hall Barracks PH III (Annex B)	21,100
**CGC Juniper Recapitalize Newport RI Navy Wharf	23,500
CG Sector Corpus Christi GSA Lease Buildout	6,200
CG Sector Jacksonville GSA Lease Buildout	5,000
CG Air Station Elizabeth City Consolidate Facilities PH I	21,000
CG ISC Kodiak Consolidate Aviation / ISC PH II	13,600
CG MSST Consolidate DOG Facility at MCRD San Diego	40,000
CG Sector Delaware Bay GSA Lease Build-Out	3,800
CG Sector S.E. New England Woods Hole	17,200
CG Station Tillamook Replace Boat Hall-out Pier	13,600
CG Sector Honolulu Sector & SCC FOC Facilities	36,300
CG Station Fairport Recapitalize Station	14,000
CG Academy Construct Indoor Firing Range	25,000
CG Support Center Elizabeth City Replace Thrun Hall PH II	11,300
CG Sector Buffalo Recapitalize Facility PH II	16,000
CG Station Marathon Construct Family Housing PH II	15,000
TOTAL	\$282,600

Coast Guard Operating Expense (OE) shore maintenance projects are not centrally prioritized. AFC-43 (OE) Depot-level maintenance funds are distributed to regional Civil Engineering Units (CEU) and Headquarters Units for execution based on the plant replacement value (PRV) and overall shore maintenance backlog for facilities within their area of responsibility. The District and Headquarters Unit Commanders meet with their servicing CEUs and facilities support staffs quarterly to prioritize depot-level shore maintenance projects within their region for execution with their allotted Depot-level maintenance funding.

Prioritization factors include safety of personnel, safety of assets, and direct impact on mission execution. These factors, among other regional, local or project specific concerns are considered to ensure the best use of our limited Shore Maintenance Funding.

Vessel Maintenance Backlog

Question: The Coast Guard in its testimony before the Subcommittee highlighted maintenance needs of the High Endurance Cutter. Does the Coast Guard consider these needs to be part of its maintenance backlog?

ANSWER: : No, the specific casualty examples on the CGC DALLAS and CGC GALLATIN mentioned in the testimony referenced above have been repaired or are under repair.

Question: Please provide a prioritized list of the backlogged maintenance needs for the entire fleet of vessels over 65', broken down by vessel type and category of maintenance.

ANSWER: The current Deferred Maintenance backlog for vessels over 65' (Polar Icebreakers not included because their maintenance needs are met under an MOA with the National Science Foundation) is included below.

The values listed in the tables below reflect the backlog at the end of FY 2008 for maintenance that would restore all four major asset categories to "excellent" condition.

FY08 Deferred Maintenance	Vessel Depot Maint.
Financially Slipped Availability & Overhauls	\$13,038,544
Financially Slipped Inventory Reorders	\$1,454,310
Financially Slipped Inventory Repairs	\$428,889
Financially Slipped Depot Level Projects	\$11,616,302
Total	\$26,538,045

Vessel Type	Backlog
ATON	\$6,975,400
WHEC & WIX	\$7,558,145
WMEC	\$5,920,000
WPB	\$6,084,500
Total	\$26,538,045

Question: How would the Coast Guard describe the maintenance backlog on its vessels smaller than 65'?

ANSWER: The current maintenance backlog for 1800+ small boats (all Coast Guard vessels smaller than 65') is \$25.4M of which \$1.7M is Depot Maintenance that requires the boat to be in a non-operational status for extended periods to allow maintenance to be completed. The remainder is

primarily comprised of pending engineering changes (EC). ECs are completed to repair or replace obsolete equipment, ensure crew and public safety, and to comply with new environmental mandates.

Aircraft Maintenance Backlog

Question: What is the Coast Guard's aircraft maintenance backlog for both fixed and rotary wing assets? Please provide a prioritized list of backlogged maintenance needs for the air assets, broken down by aircraft type and category of maintenance.

ANSWER: The current Aviation maintenance backlog list is reported in the "AFC-41 Aviation Deferred Maintenance Report," and includes 6 sections listed in the following prioritized order:

1. Inventory Reorders	\$ 28,083,425
2. Inventory Repairs	\$ 16,939,313
3. Depot Level Projects	\$ 7,746,000
4. Overhauls	\$ 0*
5. Emergency Repairs	\$ 0
6. Mandated Repairs	\$ 0

* The "Overhauls" balance of \$5,308,678 shown in the March 30, 2009, report has been cleared.

The above amounts broken down by aircraft type are listed below in prioritized order:

Airframe	Inventory Reorders	Inventory Repairs	Depot Level Projects	Overhauls	Emergency Repairs	Mandated Repairs
HH-65	\$7,941,950	\$5,343,812		\$0	\$0	\$0
HH-60	\$8,297,876	\$2,229,982		\$0	\$0	\$0
HC-130	\$983,983	\$5,143,843		\$0	\$0	\$0
HU-25	\$9,730,200	\$3,879,909		\$0	\$0	\$0
Multiple Airframes	\$1,129,415	\$340,806	\$7,746,000	\$0	\$0	\$0
Total	\$28,083,425	\$16,938,352	\$7,746,000	\$0	\$0	\$0

The \$35M aviation depot maintenance funding request in the President's FY2010 Budget will permit a one-time buy-down to reduce the \$45M backlog of inventory reorders and repairs noted in the chart above. The spare parts shortages reflected by these backlogs continue to decrease aircraft availability, which will require recurring funding to provide adequate sparing for the aviation fleet.

Aids to Navigation

Question: Please update the chart provided last year with the location of the Inland River Aids to Navigation vessels, by type and age. What are the most pressing needs for repair and replacement among this fleet?

ANSWER:

**WLR (River Tender)
INFORMATION**

<i>CUTTER</i>	<i>HOMEPORT</i>	<i>Commissioning Date</i>	<i>Age</i>	<i>Completion Date of latest upgrade</i>
<i>RIVER TENDER 65FT</i>				

<i>OUACHITA</i>	<i>501</i>	<i>CHATTANOOGA, TN</i>	<i>1960</i>	<i>48</i>	<i>2008 - DOCKSIDE</i>
<i>CIMMERON</i>	<i>502</i>	<i>PARIS LANDING, TN</i>	<i>1960</i>	<i>48</i>	<i>2009 - DOCKSIDE</i>
<i>OBION</i>	<i>503</i>	<i>OWENSBORO, KY</i>	<i>1962</i>	<i>46</i>	<i>2008 - DOCKSIDE</i>
<i>SCIOTA</i>	<i>504</i>	<i>KEOKUK, IA</i>	<i>1962</i>	<i>46</i>	<i>2009 - DOCKSIDE</i>
<i>OSAGE</i>	<i>505</i>	<i>SEWICKLEY, PA</i>	<i>1962</i>	<i>46</i>	<i>2008 - DOCKSIDE</i>
<i>SANGAMON</i>	<i>506</i>	<i>PEORIA, IL</i>	<i>1962</i>	<i>46</i>	<i>2008 - DOCKSIDE</i>
<i>RIVER TENDER 75FT</i>					
<i>WEDGE</i>	<i>307</i>	<i>DEMOPOLIS, AL</i>	<i>1964</i>	<i>44</i>	<i>2009 - DOCKSIDE</i>
<i>GASCONADE</i>	<i>401</i>	<i>OMAHA, NE</i>	<i>1964</i>	<i>44</i>	<i>2009 - DOCKSIDE</i>
<i>MUSKINGUM</i>	<i>402</i>	<i>SALLISAW, OK</i>	<i>1965</i>	<i>43</i>	<i>2009 - DOCKSIDE</i>
<i>WYACONDA</i>	<i>403</i>	<i>DUBUQUE, IA</i>	<i>1965</i>	<i>43</i>	<i>2009 - DOCKSIDE</i>
<i>CHIPPEWA</i>	<i>404</i>	<i>PARIS LANDING, TN</i>	<i>1965</i>	<i>43</i>	<i>2008 - DOCKSIDE</i>
<i>CHEYENNE</i>	<i>405</i>	<i>ST LOUIS, MO</i>	<i>1966</i>	<i>42</i>	<i>2007 - DOCKSIDE</i>
<i>KICKAPOO</i>	<i>406</i>	<i>VICKSBURG, MS</i>	<i>1969</i>	<i>39</i>	<i>2009 - DOCKSIDE</i>
<i>KANAWHA</i>	<i>407</i>	<i>PINE BLUFF, AR</i>	<i>1969</i>	<i>39</i>	<i>2008 - DOCKSIDE</i>
<i>PATOKA</i>	<i>408</i>	<i>GREENVILLE, MS</i>	<i>1970</i>	<i>38</i>	<i>2007 - DOCKSIDE</i>
<i>CHENA</i>	<i>409</i>	<i>HICKMAN, KY</i>	<i>1970</i>	<i>38</i>	<i>2008 - DOCKSIDE</i>
<i>KANKAKEE F</i>	<i>500</i>	<i>MEMPHIS, TN</i>	<i>1990</i>	<i>18</i>	<i>2009 - DOCKSIDE</i>
<i>GREENBRIER F</i>	<i>501</i>	<i>NATCHEZ, MS</i>	<i>1990</i>	<i>18</i>	<i>2008 - DOCKSIDE</i>

The fleet of 75' WLR River, 75' WLIC Inland Construction, and 65' WLI Inland Tenders have an average age of 43 years. The Inland River Emergency Subsystem Sustainment (IRESS) Program is the Coast Guard's effort to renew the two most critical engineering systems onboard all of the Inland River Buoy and Construction Tenders. The most pressing needs for repair and replacement include the major mission critical systems comprising the Propulsion Train and the Fire Suppression System. In 2008, the Coast Guard focused sustainment efforts on the WLIC Class vessels. In 2009, Coast Guard will continue work on the WLICs and complete the prototype for the WLR Class. In FY2010, the Coast Guard plans to complete IRESS Dry-Dock Availabilities onboard CGC HAMMER, CGC HATCHET, CGC PATOKA, and CGC OBION.

Automatic Identification System

Question: Please update the answer you provided the Committee last year on the progress of installing AIS throughout the U.S., including the progress of installing AIS on Coast Guard Vessels.

ANSWER: Coast Guard's Nationwide Automatic Identification System (NAIS) Project has met the requirements of the SAFEPort Act and MTSA with the Targeted AIS Receive system. Full Operational Capability (FOC) was achieved at the end of Fiscal Year 2007 and was transitioned to sustainment at the end of Fiscal Year 2008. AIS receive coverage was established in fifty-eight ports and eleven coastal areas across the country on schedule and within budget. The range varies depending on local antenna coverage.

Coast Guard has also funded a pilot expansion of the system to establish core NAIS capability and AIS Receive & Transmit coverage (transmit coverage out to 24 nautical miles (nm) from shore) for three Initial Operational Capability (IOC) Sectors: Delaware Bay (Philadelphia, Pennsylvania), Hampton Roads (Portsmouth, Virginia) and Mobile, Alabama. The Core Data Exchange contract was awarded to Northrop Grumman Space & Mission Systems Corporation on December 22, 2008.

Over the next eighteen months, Northrop Grumman will deliver the core data exchange capabilities and provide transmit and expanded receive coverage in the IOC sectors.

Coast Guard has also investigated the potential for Long-Range AIS Receive (from 50 nm – 2,000 nm from shore). A concept demonstration satellite was launched in June 2008 and is providing raw AIS data. All new Coast Guard boat and cutter acquisitions are being delivered with AIS capability installed. All but three Coast Guard cutters (vessels 65 feet or greater) have AIS installed and the three remaining cutters will have AIS installed by summer 2009. Nearly all (90%) of Coast Guard boats (vessels less than 65 feet) have AIS installed. The Aids to Navigation (ATON) boats (55 foot ANBs and 49' BUSLs) will have AIS installed during Fiscal Year 2010.

National Capital Region Airspace Security

Question: Please update the cost data for the Coast Guard's National Capital airspace security mission to include actual expenditures for FY 2008, expenditures and projected expenditure for FY 2009, and the budget anticipated for FY 2010.

ANSWER: Fiscal Year 2008: \$22.9M
Fiscal Year 2009: \$22.3M
Fiscal Year 2010: \$22.3M

National Capital Region Air Defense (NCRAD) flight hours are part of the total flight hours allotted to Air Station Atlantic City annually. All flight hours allocated for NCRAD are flown by the program. However, since MVLTT-mission and training flights and logistic and support functions cannot be disaggregated from Air Station Atlantic City's annual expenditures, it is not possible to provide an expenditure breakout for the NCRAD mission alone.

Research, Development, Testing and Evaluation

Question: Please detail how the funding requested in 2010 for RDT&E will be allocated, comparing it with FY 2008 and 2009.

ANSWER:
The Acquisition Directorate is modernizing the use of the RDT&E Appropriation to conform to the Commandant's modernized business model of minimizing risk and maximizing mission effectiveness. Within this context, the RDT&E Appropriation serves as a strategic investment in real-world exploration to quickly gain knowledge and experience enhancing the sound early decisions that having significant affect on mission risk and effectiveness profiles.

The funding for fiscal years 2008, 2009, and 2010 (in dollars thousands) follows:

Research, Development, Test and Evaluation (RDT&E)	FY2008 Enacted	FY2009 Enacted	FY2010 Request
Operational Costs			
- Pay	\$3,657	\$3,657	\$5,500
- Rent	\$606	\$1,153	\$1,156
- Utilities (inc. comms)	\$60	\$306	\$200
- Others	\$1,449	\$1,280	\$1,538

Total Operational Costs	\$5,772	\$6,396	\$8,394
Research Costs			
- Pay	\$7,770	\$7,772	\$6,500
- Direct	\$11,458	\$3,832	\$4,851
Total Research Costs	\$19,228	\$11,604	\$11,351
Total (Operational + Research)	\$25,000	\$18,000	\$19,745

RDT&E activities envisioned for fiscal year 2010 include:

- (1) Upgrading analytical tools for acquisition support;
- (2) Unmanned Aircraft Systems (UAS) research;
- (3) Aquatic invasive species research;
- (4) Oil-spill prevention and mitigation research;
- (5) Sensor automation, optimization, and visualization;
- (6) Pre-Acquisition studies on alternative energy and modern materials;
- (7) Research into Arctic operations, technologies, and implications;
- (8) Collaborative social networking for situational awareness;
- (9) Disposal of Test Vessel State of Maine.

Pre-Acquisition studies on alternative energy and modern materials (6) is the only new activity for fiscal year 2010.

Military / Civilian Mix

Question: Please update the table from last year's hearing record showing the current military / civilian mix in the Coast Guard.

ANSWER: The table from last year's hearing record has been updated to show the current military/civilian mix in the Coast Guard.

Active Duty Mil/Civ % Mix

FY	Active Duty as a percentage of Total Workforce	Civilian as a Percentage of the Total Active Workforce
2009 (EOY Projection)	84.3%	15.7%
2008	84.7%	15.3%
2007	84.5%	15.5%
2006	84.5%	15.5%
2005	85.0%	15.0%
2004	85.5%	14.5%
2003	85.5%	14.5%
2002	84.6%	15.4%

Active Duty Mil/SELRES % Mix

FY	Active Duty as a Percentage of Total Military Workforce	Selected Reserves as a Percentage of Total Military Workforce
2009 (EOY Projection)	83.8%	16.2%
2008	83.9%	16.1%

2007	83.3%	16.7%
2006	83.1%	16.9%
2005	83.1%	16.9%
2004	82.6%	17.4%
2003	80.6%	19.4%
2002	82.0%	18.0%

Coast Guard Reserves

Question: How many reservists are currently serving on active duty in the Coast Guard? Please update the data provided for last year's hearing record, including assignments, locations, and estimated costs for FY 2008 and so far in FY 2009.

ANSWER: There are 929 reservists currently serving in an active duty status:

- 553 reservists are currently serving on active duty under involuntary mobilization orders and voluntary Active Duty Special Work (ADSW) orders in support of contingency operations, throughout the United States and OCONUS (see table 1). They are performing the following functions:
 - Harbor security (CONUS and OCONUS)
 - Boat maintenance
 - Standing watches in operations centers that direct law enforcement operations, incident management, contingency planning, port security and intelligence operations.
 - Law enforcement operations
 - Anti-terrorism/force protection missions.
 - Conducting inspections of commercial vessels (cargo, manifests and crew lists), collecting intelligence, performing law enforcement and conducting liaison with other agencies (FBI, ATF, Customs, INS, local and state law enforcement agencies).
 - Providing security for domestic military port load-outs.
 - Providing personnel administration needed because of the mobilization.
 - Providing logistical support needed because of the mobilization.

CG Atlantic Area units	90
CG Pacific Area units	51
OCONUS	163
CG Headquarters Units – Various Units	249
Total	553

Table 1 Locations

- 152 reservists are on voluntary ADSW orders in support of non-contingency operations within numerous mission areas throughout the Coast Guard (see table 2). Seventy five of these reservists are assigned to Maritime Force Protection Units (MFPU) and reimbursed via the Navy providing SSBN escorts in Kings Bay, GA and Bangor, WA.

CG Atlantic Area units	30
CG Pacific Area units	33
CG Headquarter Units – Various Units	89
Total	152

Table 2 Locations

- 224 reservists are on voluntary Extended Active Duty (EAD) contracts, filling active duty positions in the absence of active duty personnel in specific pay grades, ratings or specialties. These personnel are fulfilling numerous mission areas throughout the Coast Guard and therefore geographically dispersed.

Below are the costs for FY 2008 and estimated for FY 2009:

Reserve Category	FY08 Cost	FY09 Cost (estimated)
Involuntary Mobilization & Vol.	\$58.7M	\$66.4M
ADSW (Contingency - GWOT)		
ADSW (non-contingency)	\$32.6M *	\$36.8 M *
EAD	**	**

*Figures include reimbursable costs from USN.

** Since reservists on EAD orders are filling active duty billets, their payroll costs are paid out of the active duty pay account.

Unobligated Balances

Question: Please update the breakdown of all currently unobligated AC&I balances which was provided in the FY 2009 hearing record.

ANSWER: Acquisition, Construction and Improvements Unobligated Balances as of April 30, 2009.

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
No Year	Aircraft Other	\$9,621
2005	Armed Helicopter Equipment (A)	\$7,213
2006	Armed Helicopter Equipment (A)	\$360,277
No Year	C130J Fleet Introduction (A)	\$20,000
2006	Covert Surveillance Aircraft (A)	\$1,258,647
No Year	Maritime Patrol Aircraft (MPA) (A)	\$120,055
No Year	MRR Helicopter HH-60	\$175,359
2007	Replacement HH-60 aircraft	\$6,135,138
	Subtotal, Aircraft	\$8,086,311

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
2006	123 WPB Project Close	\$6,753,627
2007	Armed Helicopter Equipment (D)	\$10,138,920
2008	Armed Helicopter Equipment (D)	\$24,292,746
2005	C130H Conversion/Sustainment	\$2,363
2006	C130H Conversion/Sustainment	\$2,172,649
2007	C130H Conversion/Sustainment	\$5,028,069
2008	C130H Conversion/Sustainment	\$15,900,000
2009	C130H Conversion/Sustainment	\$10,800,000
2007	C130J Fleet Introduction	\$715,952
2008	C130J Fleet Introduction	\$98,394
2005	C4ISR	\$1,383,850
2005	C4ISR	\$419,383
2005	C4ISR	\$1,043,448
2005	C4ISR	\$46,167

2006	C4ISR	\$1,962,227
2007	C4ISR	\$3,978,547
2008	C4ISR	\$29,897,795
2009	C4ISR	\$63,512,254
2005	Covert Surveillance Aircraft (D)	\$283,669
2006	Fast Response Cutter (FRC) - A class	\$182
2007	Fast Response Cutter (FRC) - A class	\$41,580,000
2007	Fast Response Cutter (FRC) - B class	\$6,090,768
2009	Fast Response Cutter (FRC) - B class	\$115,300,000
2005	Government Program Management	\$168,123
2006	Government Program Management	\$312,095
2007	Government Program Management	\$561,265
2008	Government Program Management	\$6,406,018
2009	Government Program Management	\$41,746,686
No Year	HC130 Radar-FY2008 Disaster Supplemental	\$30,000
2005	HH60 Conversion Projects	\$83,972
2006	HH60 Conversion Projects	\$184,268
2007	HH60 Conversion Projects	\$223,567
2008	HH60 Conversion Projects	\$7,422,475
2009	HH60 Conversion Projects	\$39,139,845
2005	HH65 Conversion/Sustainment	\$55,822
2006	HH65 Conversion/Sustainment	\$8,761
2007	HH65 Conversion/Sustainment	\$4,930,797
2008	HH65 Conversion/Sustainment	\$33,916,058
2009	HH65 Conversion/Sustainment	\$64,500,000
2005	IDS Small Boats	\$27,404
2006	IDS Small Boats	\$111,998
2008	IDS Small Boats	\$2,072,252
2009	IDS Small Boats	\$2,382,450
2005	Logistics	\$5,740
2006	Logistics	\$57,372
2007	Logistics	\$2,178,970
2008	Logistics	\$6,158,224
2009	Logistics	\$37,215,863
2006	Maritime Patrol Aircraft (MPA) (D)	\$62,935
2007	Maritime Patrol Aircraft (MPA) (D)	\$3,002,989
2008	Maritime Patrol Aircraft (MPA) (D)	\$412,470
2009	Maritime Patrol Aircraft (MPA) (D)	\$83,360,175
2005	Medium Endurance Cutter Sustainment	\$7,517
2006	Medium Endurance Cutter Sustainment	\$65,670
2007	Medium Endurance Cutter Sustainment	\$199,647
2008	Medium Endurance Cutter Sustainment	\$476,027
2009	Medium Endurance Cutter Sustainment	\$11,820,072
No Year	National Security Cutter (NSC)	\$1,039,300
2005	National Security Cutter (NSC)	\$4,096,967
2006	National Security Cutter (NSC)	\$3,062,671
2007	National Security Cutter (NSC)	\$3,200,008
2008	National Security Cutter (NSC)	\$37,379,506
2009	National Security Cutter (NSC)	\$353,700,000
No Year	NSC-FY 2008 Disaster Supplemental	\$9,400,000
2006	Offshore Patrol Cutter (OPC)	\$2,333,285
2009	Offshore Patrol Cutter (OPC)	\$3,003,000
2008	Patrol Boats Sustainment	\$465,372
2009	Patrol Boats Sustainment	\$9,566,076

2009	Polar Icebreaker Sustainment	\$30,282,560
2007	Replacement Patrol Boat	\$564,189
2005	Surface Ships Other	\$33,521
2008	System Engineering and Integration	\$90,448
2009	System Engineering and Integration	\$23,455,120
2008	Technology Obsolescence Prevention	\$114,103
2009	Technology Obsolescence Prevention	\$1,500,000
2005	Unmanned Aerial Vehicle	\$8,262,384
2006	Unmanned Aerial Vehicle	\$32,870
2007	Unmanned Aerial Vehicle	\$30,687
2009	Unmanned Aircraft System (UAS)	\$2,144,153
	Subtotal, Integrated Deepwater System	\$1,184,464,757

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
2008	Defense Messaging System	\$4,114,498
2009	Defense Messaging System	\$4,074,000
2007	High Frequency (HF) Recapitalization	\$22,412
2009	High Frequency (HF) Recapitalization	\$2,500,000
2008	Interagency Operational Centers	\$48,032,159
2009	Interagency Operational Centers	\$1,000,000
2008	Maritime Security Response Team (MSRT) CT Shoot House	\$1,800,000
No Year	National Capital Region Air Defense	\$5,220
2007	National Capital Region Air Defense	\$9,812,929
2008	National Capital Region Air Defense	\$11,500,000
2007	Nationwide Automatic Identification System (NAIS)	\$242,913
2008	Nationwide Automatic Identification System (NAIS)	\$8,832,804
2009	Nationwide Automatic Identification System (NAIS)	\$7,920,745
2007	Rescue 21	\$1,540,258
2008	Rescue 21	\$3,804,074
2009	Rescue 21	\$36,341,022
No Year	Shore Facilities and Aids to Navigation Other	\$142
	Subtotal, Other Equipment	\$141,543,176

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
2009	Direct Personnel Costs	\$40,846,598

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
2009	Airsta Cape Cod Runway Lighting	\$5,000,000
2007	Chase Hall	\$24,937
2009	Chase Hall	\$10,300,000
2007	Coast Guard Housing - Cordova, Alaska	\$18,043
2008	Coast Guard Housing - Cordova, Alaska	\$468
2009	Coast Guard Housing - Cordova, Alaska	\$456,000
2009	Consolidate Station Cape May	\$13,000,000
2008	Construct Duty Berthing and Boat Maintenance Bay at Station Washington	\$109,858
2007	Group Long Island Sound Completion	\$14,226
2007	ISC Seattle Group, Sector Admin Ops Facility	\$768,808
2007	Minor AC&I Shore Construction Projects	\$35,578
2007	Neah Bay Completion	\$255,298
2008	Rebuild Station & Waterfront at Base Galveston	\$1,320,418

2008	Rebuild Station Marquette	\$553,091
2008	Rescue Swimmer Training Facility	\$13,300,000
2009	Rescue Swimmer Training Facility	\$15,000,000
2008	Sector Buffalo	\$2,726,006
2009	Sector Buffalo	\$3,000,000
No Year	Shore Facilities and Aids to Navigation Other	\$59,224
2007	Shore Facilities and Aids to Navigation Other	\$18,112
No Year	FY 2008 Disaster Supplemental	\$269,827,096
No Year	FY 2006 Katrina Supplemental-ISC New Orleans, LA	\$3,481,581
No Year	FY 2006 Katrina Supplemental-ISC New Orleans, LA	\$5,953,812
No Year	FY 2006 Katrina Supplemental-SECTOR New Orleans, LA	\$40,213
No Year	FY 2006 Katrina Supplemental-SECTOR New Orleans, LA	\$2,276,285
No Year	FY 2006 Katrina Supplemental-Station Gulfport, MS	\$56,824
No Year	FY 2006 Katrina Supplemental-Station Gulfport, MS	\$64,000
2009	Station Montauk-Purchase Housing	\$1,550,000
2007	Survey & Design Shore Operational and Support Projects	\$2,569
2008	Survey & Design Shore Operational and Support Projects	\$887,452
2009	Survey & Design Shore Operational and Support Projects	\$1,998,148
2009	Telecomms and Info Systems Center - TSD Building	\$2,500,000
2007	Waterways ATON Infrastructure	\$38,000
2008	Waterways ATON Infrastructure	\$1,790,460
2009	Waterways ATON Infrastructure	\$3,937,000
	Subtotal, Shore Facilities and Aids to Navigation	\$360,363,507

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated
No Year	87 Foot Coastal Patrol Boat	\$5,924
2007	87 Foot Coastal Patrol Boat	\$1,651,788
No Year	Great Lakes Icebreaker (GLIB)	\$104,006
2009	Inland Rivertender Recapitalization	\$4,547,905
2005	Response Boat - Medium (RB-M)	\$14,079
2006	Response Boat - Medium (RB-M)	\$9,825
2007	Response Boat - Medium (RB-M)	\$97,241
2008	Response Boat - Medium (RB-M)	\$1,592,346
2009	Response Boat - Medium (RB-M)	\$27,848,386
No Year	Vessels Other	\$476,993
No Year	Deployable Pursuit Boat	\$16,800
No Year	Cutter Sensor & Communications Systems	\$58,717
2005	Great Lakes Ice Breaker	\$1,336
	Subtotal, Vessels and Critical Infrastructure	\$36,425,346

Grand Total	\$1,771,729,694
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Question: Select all projects from this list from FY 2008 or earlier and provide a brief description of why the funds are unobligated, and when the Coast Guard anticipates obligating the funds, if ever.

ANSWER:

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated	Reason Why Funds Not Obligated	Oblig Plan Month/Year
No Year	Aircraft Other	\$9,621	Project Complete	
2005	Armed Helicopter Equipment (A)	\$7,213	See Note: 1	Sep-09

2006	Armed Helicopter Equipment (A)	\$360,277	Remaining Non-recurring Engineering (NRE) funding. Funds have been reallocated to production effort.	Sep-09
No Year	C130J Fleet Introduction (A)	\$20,000	Project Complete	
2006	Covert Surveillance Aircraft (A)	\$1,258,647	Remaining obligations are pending finalization of operational testing and evaluation	Sep-10
No Year	Maritime Patrol Aircraft (MPA) (A)	\$120,055	Project Complete; contract issues being resolved	Sep-09
No Year	MRR Helicopter HH-60	\$175,359	Project Complete	
2007	Replacement HH-60 aircraft	\$6,135,138	Funding for labor, supply cost during aircraft buildup	Sep-09
	Subtotal, Aircraft	\$8,086,311		

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated	Reason Why Funds Not Obligated	Oblig Plan Month/Year
2006	123 WPB Project Close	\$6,753,627	This unobligated balance will be used to develop a 123' WPB decommissioning specification package for implementation immediately upon release of the ships following DoJ actions related to this cancelled conversion project, claims/litigation/ADR support through FY10, and a claim/REA for 123' WPB LLTM storage costs incurred since the stop work order.	Sep-09
2007	Armed Helicopter Equipment (D)	\$10,138,920	All AUF funding was appropriated in two fiscal years (2007 and 2008). AUF conversions occur in conjunction with programmed depot maintenance and are limited to 22 aircraft per year. Remaining funds will support production (material & labor) and logistics through FY12.	Sep-11
2008	Armed Helicopter Equipment (D)	\$24,292,746	All AUF funding was appropriated in two fiscal years (2007 and 2008). AUF conversions occur in conjunction with programmed depot maintenance and are limited to 22 aircraft per year. Remaining funds will support production (material & labor) and logistics through FY12.	Sep-12
2005	C130H Conversion/Sustainment	\$2,363	See Note: 1	Sep-09
2006	C130H Conversion/Sustainment	\$2,172,649	The transition of the lead acquisition role for the project from Integrated Coast Guard Systems to the Coast Guard caused an approximate 24 month delay in funds obligation	Sep-09
2007	C130H Conversion/Sustainment	\$5,028,069	The transition of the lead acquisition role for the project from Integrated Coast Guard Systems to the Coast Guard caused an approximate 24 month delay in funds obligation	Sep-09
2008	C130H Conversion/Sustainment	\$15,900,000	The transition of the lead acquisition role for the project from Integrated Coast Guard Systems to the Coast Guard caused an approximate 24 month delay in funds obligation	Aug-09

2007	C130J Fleet Introduction	\$715,952	Funds at ALC for Spare parts: Spares identified, awaiting vendor price quotes before orders can be placed.	Sep-09
2008	C130J Fleet Introduction	\$98,394	Funds at R&D Center for Airborne Radar Sweep testing: (As of 20th May 2009 there is \$20,677 unobligated.)	Sep-09
2005	C4ISR	\$1,383,850	LSI assumption resulted in addition of CG operated labs, extending negotiations.	Jul-09
2005	C4ISR	\$419,383	In contracting process for Ku band/inmarsat replacement, as well as SIPRNet computers recap for 270' cutters.	Sep-09
2005	C4ISR	\$1,043,448	Ku band analysis of alternatives completed by CG-6 and in contracting. RFP released.	Sep-09
2005	C4ISR	\$46,167	LSI assumption resulted in addition of CG operated labs, extending negotiations.	Jul-09
2006	C4ISR	\$1,962,227	Delay in NSC CSSQT and rigorous Configuration Management and ECP processes.	Sep-09
2007	C4ISR	\$3,978,547	In contract negotiations.	Sep-09
2008	C4ISR	\$29,897,795	\$16M carryover + FY10 appropriations required for award of increment 2, spiral 2 in FY10; remaining expected to be obligated by end of FY09	Sep-09
2005	Covert Surveillance Aircraft (D)	\$283,669	Remaining funding to be used for pending MCSA front end analysis	Sep-09
2006	Fast Response Cutter (FRC) - A class	\$182	See Note: 1	
2007	Fast Response Cutter (FRC) - A class	\$41,580,000	Funding will be utilized to execute contract options for construction of FRC-Bs 2 through 4.	Dec-09
2007	Fast Response Cutter (FRC) - B class	\$6,090,768	\$2M transferred to PRO Lockport to cover pending contract mods/engineering changes. \$3.35M transferred to C2CEN for SEAWATCH development and purchase of SIRVSS equipment for Mock-up. Remaining funding will be utilized by PRO Lockport and CG-936 for project management costs.	Sep-09
2005	Government Program Management	\$168,123	Current balance due to contract close-out adjustments.	Aug-09
2006	Government Program Management	\$312,095	Maintain approximately 1% balance for contract adjustments.	Sep-09
2007	Government Program Management	\$561,265	Maintain approximately 1% balance for contract adjustments.	Sep-09
2008	Government Program Management	\$6,406,018	\$2.9M reserved for Jemal 6th floor buildout. Remaining amount will be obligated this FY.	Sep-09
No Year	HC130 Radar-FY2008 Disaster Supplemental	\$30,000	Funds at ALC for SELEX A Kits and Labor	Sep-09
2005	HH60 Conversion Projects	\$83,972	Required for contract close outs. After the associated open contracts are closed out, remaining funds will be obligated towards numerous small dollar items required for the Avionics Upgrade. The Unobligated balance will be reduced to approximately \$10K by the end of the fiscal year.	Sep-09

2006	HH60 Conversion Projects	\$184,268	Required for contract close outs. After the associated open contracts are closed out, remaining funds will be obligated towards numerous small dollar items required for the Avionics Upgrade and Service Life Extension efforts. The Unobligated balance will be reduced to approximately \$10K by 1QFY10	Dec-09
2007	HH60 Conversion Projects	\$223,567	Required for contract close outs. After the associated open contracts are closed out, remaining funds will be obligated towards numerous small dollar items required for the Avionics Upgrade and Service Life Extension efforts. The Unobligated balance will be reduced to approximately \$10K by 2QFY10.	Mar-10
2008	HH60 Conversion Projects	\$7,422,475	1) The transition of the lead acquisition role for the project from Integrated Coast Guard Systems (ICGS) to the Coast Guard caused a delay in execution of Discrete Segment 3 (Radar Sensor System). Funds have been provided to ALC and specifically designated for EVMS establishment, Travel, Avionics Upgrade, Service Life Extension, Engine Sustainment, and ESS and RSS NRE expenses. Funds are expected to obligated throughout the remainder of the fiscal year. 2) \$417K will be remaining at the end of FY09. These carryover funds will be directed to the FY10 Avionics Upgrade project to ensure production is not interrupted between the fiscal year transition.	1) 9/30/2009 2) \$417K Carryover will obligated 31 March 2010
2005	HH65 Conversion/Sustainment	\$55,822	Remaining Non-recurring Engineering (NRE) funding. Funds have been reallocated to production effort.	Sep-09
2006	HH65 Conversion/Sustainment	\$8,761	See Note 1	Sep-09
2007	HH65 Conversion/Sustainment	\$4,930,797	Funding allocated to NRE and prototype for Aircraft Ship Integrated Secure and Traverse (ASIST) system. Prototype delivery - 2010.	Sep-10
2008	HH65 Conversion/Sustainment	\$33,916,058	The transition of the lead acquisition role for the project from Integrated Coast Guard Systems (ICGS) to the Coast Guard caused an approximate 12 month delay in execution. Funding /execution alignment expected during FY11.	Sep-11
2005	IDS Small Boats	\$27,404	Funds will be used for existing IDS Small Boats IPT support contract.	Jun-09
2006	IDS Small Boats	\$111,998	\$51,188 will be used for IDS Small Boats IPT support contract.. Remaining \$60,810 will be used to correct a contract action for a completed Business Case Analysis (BCA).	Jun-09
2008	IDS Small Boats	\$2,072,252	\$998,499 will be used for Contract award for SRP modifications, LRI Boat Launch. Structural and Dynamic Stability Analysis, SFLC acquisition support and IPT support. Remaining \$1,073,753 will be used to support follow-on cutter boat RFP acquisition support, model testing and cost estimating.	Aug-09

2005	Logistics	\$5,740	See Note: 1	
2006	Logistics	\$57,372	Engineering and Environmental analysis of future Sentinel Class cutter homeports.	Aug-09
2007	Logistics	\$2,178,970	Coast Guard Command and Control Center (C2CEN) (Portsmouth, VA) facility upgrade to support Deepwater engineering baselines; CG Logistics Information Management System (CG-LIMS) analyses, pending approval of Operational Requirements Document.	Jul-09
2008	Logistics	\$6,158,224	MPA Simulator building Aviation Training Center Mobile, AL project now under construction. Engineering and Environmental Analyses underway at Miami/Key West and imminent Feasibility studies at Panama City and San Juan to support Sentinel Homeports. Some of the funding allocated for NSC Level Three Initial Survey is awaiting prerequisite Data Analysis work. Expansion of NSC Maintenance facilities (Alameda, CA) to begin October, 2009. Funding for logistics products and analyses are awaiting contract award. Funding for NSC Training requirements has been deferred until FY10 because the engineering analysis must precede this work.	Jul-09
2006	Maritime Patrol Aircraft (MPA) (D)	\$62,935	1) \$61,000 to ALC on 4/8/2009 for Crypto Equipment 2) \$1,935 for Program Management	1) 06/2009 2) 09/2009
2007	Maritime Patrol Aircraft (MPA) (D)	\$3,002,989	FTA funding to ALC in 2007: 1) \$1M for CASA Technical Support 2) \$1M for GE Technical Support 3) \$1M for MPA and MSP Sparing for 1-3	1) 09/2009 2) 11/2010 3) 09/2009
2008	Maritime Patrol Aircraft (MPA) (D)	\$412,470	1) \$205,318 for TISCOM Support Person for Miami 2) \$34,443 for Radar Testing 3) \$172,709 for Program Management	1) 12/2009 2) 09/2009 3) 09/2009
2005	Medium Endurance Cutter Sustainment	\$7,517	See Note: 1	Sep-09
2006	Medium Endurance Cutter Sustainment	\$65,670	Continued sustainment effort for Yard availabilities, labor and materials.	Dec-10
2007	Medium Endurance Cutter Sustainment	\$199,647	Continued sustainment effort for Yard availabilities, labor and materials.	Dec-10
2008	Medium Endurance Cutter Sustainment	\$476,027	Continued sustainment effort for Yard availabilities, labor and materials; and WMEC 270 Stern Tube Inspections.	Mar-10
No Year	National Security Cutter (NSC)	\$1,039,300	Funds Completion of NSC #2 (impacted by Katrina). Includes: Production contract completion, certifications, training, and GFE	Sep-09
2005	National Security Cutter (NSC)	\$4,096,967	Funds Completion of NSCs #1 and #2. Includes: Production contract completion, certifications, training, GFE, and post delivery work.	Aug-09
2006	National Security Cutter (NSC)	\$3,062,671	Funds completion of NSCs #2. Includes: Production contract completion, certifications, training, and GFE	Sep-09

2007	National Security Cutter (NSC)	\$3,200,008	Funds completion of NSCs #2. Includes: Production contract completion, certifications, training, and GFE	Sep-09
2008	National Security Cutter (NSC)	\$37,379,506	Funds completion of NSCs #2/#3. Includes: Production contract completion, certifications, training, GFE, and post delivery work.	Sep-09
No Year	NSC-FY 2008 Disaster Supplemental	\$9,400,000	Funds NSCs #2 and #3 impacts from Hurricanes Gustov and Ike.	Oct-09
2006	Offshore Patrol Cutter (OPC)	\$2,333,285	Remaining funds will be used for Alternatives Analysis Study, Cost Estimating Support, Performance ORD Assessment (SFLC) and Specification	Jun-09
2008	Patrol Boats Sustainment	\$465,372	Continued sustainment effort for Yard availabilities, labor and materials; and LLTM for CGC Liberty.	Mar-10
2007	Replacement Patrol Boat	\$564,189	\$400K to be utilized by C2CEN for contract support for SEAWATCH development. Remaining funding will be utilized by CG-936 for project costs.	Sep-09
2005	Surface Ships Other	\$33,521	Contract Closeout.	Sep-09
2008	System Engineering and Integration	\$90,448	PY Recovery, to be used for Lead Systems Integrator	Sep-09
2008	Technology Obsolescence Prevention	\$114,103	\$14K has been obligated. The remaining 100K will be utilized by RDC to complete TOP technical tradeoff analysis opportunities and lifecycle cost implications for obsolescence prevention.	Sep-09
2005	Unmanned Aerial Vehicle	\$8,262,384	Pending Congressional Recission	N/A
2006	Unmanned Aerial Vehicle	\$32,870	Pending Congressional Recission	N/A
2007	Unmanned Aerial Vehicle	\$30,687	Pending Congressional Recission	N/A
	Subtotal, Integrated Deepwater System	\$291,036,503		

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated	Reason Why Funds Not Obligated	Oblig Plan Month/Year
2008	Defense Messaging System	\$4,114,498	Awaiting Engineering Change Proposals that require DOD/CG concurrent approval	Jul-09
2007	High Frequency (HF) Recapitalization	\$22,412	Money is expected to be obligated by 9/1/09	Sep-09
2008	Interagency Operational Centers	\$48,032,159	In accordance with the IOC/C21 Expenditure Plan provided to Congress in March, 2008, the FY2008 Appropriation was planned for obligation over a 3-year period.	Sep-10
2008	Maritime Security Response Team (MSRT) CT Shoot House	\$1,800,000	Plans to partner with Marine Corps under review	Sep-10
No Year	National Capital Region Air Defense	\$5,220	See Note: 1	Sep-09
2007	National Capital Region Air Defense	\$9,812,929	All NCRAD funding was appropriated during FY 07, & 08. Remaining funds will support production (material & labor) and logistics. Logistics expenditures delayed to ensure aircraft completion.	Sep-09

2008	National Capital Region Air Defense	\$11,500,000	Funding allocated for facility improvements for NCRAD mission support. Delay awaiting approval of facility plan.	Sep-09
2007	Nationwide Automatic Identification System (NAIS)	\$242,913	Funding allocated to project support and antecedent liabilities.	Sep-09
2008	Nationwide Automatic Identification System (NAIS)	\$8,832,804	Funding allocated to continued Increment 2 Core Capability development, implementation and project support.	Jun-10
2007	Rescue 21	\$1,540,258	\$540,258 will be used for GDC4S direct deployment costs and \$1,000,000 for antecedent liabilities.	Jun-09
2008	Rescue 21	\$3,804,074	\$1,500,000 currently committed and an additional \$1,000,000 will be obligated for additional GDC4S direct deployment costs by Jul 2009, \$304,074 remains available for work on smaller CG-led efforts and will be obligated by Sep 2010, and \$1,000,000 held for antecedent liabilities.	Sep-10
No Year	Shore Facilities and Aids to Navigation Other	\$142	Project Complete	
	Subtotal, Other Equipment	\$89,707,409		

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated	Reason Why Funds Not Obligated	Oblig Plan Month/Year
2007	Chase Hall	\$24,937	Project on-going	May-09
2007	Coast Guard Housing - Cordova, Alaska	\$18,043	Funds needed to complete project	Sep-09
2008	Coast Guard Housing - Cordova, Alaska	\$468	See Note 1	Oct-10
2008	Construct Duty Berthing and Boat Maintenance Bay at Station Washington	\$109,858	Project on-going	Sep-09
2007	Group Long Island Sound Completion	\$14,226	Project 99% completed; balance still needed	Sep-09
2007	ISC Seattle Group, Sector Admin Ops Facility	\$768,808	Project on-going	Oct-10
2007	Minor AC&I Shore Construction Projects	\$35,578	Project/complete but a final cost of \$13K to be paid	Sep-09
2007	Neah Bay Completion	\$255,298	Project on-going	Oct-10
2008	Rebuild Station & Waterfront at Base Galveston	\$1,320,418	Project on-going	Sep-09
2008	Rebuild Station Marquette	\$553,091	Project on-going	Jun-10
2008	Rescue Swimmer Training Facility	\$13,300,000	Both FY08 & FY09 funds required to award contract	Sep-09
2008	Sector Buffalo	\$2,726,006	The PPR has been completed and the project is estimated to cost ~\$80M. The FY 08 un-obligated balance and most of the FY 09 funds are planned for obligation August-2010.	Sep-10
No Year	Shore Facilities and Aids to Navigation Other	\$59,224	Project funds still needed	Jul-10
2007	Shore Facilities and Aids to Navigation Other	\$18,112	Project funds still needed	Sep-09
No Year	FY 2008 Disaster Supplemental	\$269,827,096	EPS Finalized 2009	Sep-10

No Year	FY 2006 Katrina Supplemental-ISC New Orleans, LA	\$3,481,581	This project is 48% complete the remaining un-obligated balance will be used for contract modifications, unforeseen site conditions, and customer requested changes. Please note that this is a no year funded project which has a cost estimate of \$78M.	Jul-10
No Year	FY 2006 Katrina Supplemental-ISC New Orleans, LA	\$5,953,812	Funds in process of being awarded/obligated	Jun-09
No Year	FY 2006 Katrina Supplemental-SECTOR New Orleans, LA	\$40,213	Project on-going; pending modification	Jun-09
No Year	FY 2006 Katrina Supplemental-SECTOR New Orleans, LA	\$2,276,285	This project is 17% complete and the remaining un-obligated balance will be used for contract modifications, unforeseen site conditions, and customer requested changes. Please note that this is a no year funded project which has a cost estimate of \$23m.	Feb-10
No Year	FY 2006 Katrina Supplemental-Station Gulfport, MS	\$56,824	Pending modification	Jun-09
No Year	FY 2006 Katrina Supplemental-Station Gulfport, MS	\$64,000	Pending modification	Aug-09
2007	Survey & Design Shore Operational and Support Projects	\$2,569	Project near completion	Sep-09
2008	Survey & Design Shore Operational and Support Projects	\$887,452	Funds to be used for future year projects	Sep-10
2007	Waterways ATON Infrastructure	\$38,000	Needed to complete project	Sep-09
2008	Waterways ATON Infrastructure	\$1,790,460	Projects under design	Jul-10
	Subtotal, Shore Facilities and Aids to Navigation	\$303,622,360		

Fiscal Year	Purpose of Funds By Program/Project/Activity	Funds Unobligated	Reason Why Funds Not Obligated	Oblig Plan Month/Year
No Year	87 Foot Coastal Patrol Boat	\$5,924	See Note: 1	
2007	87 Foot Coastal Patrol Boat	\$1,651,788	Funding to be utilized to purchase system spares and for program costs	Sep-09
No Year	Great Lakes Icebreaker (GLIB)	\$104,006	Contract Closeout	Dec-09
2005	Response Boat - Medium (RB-M)	\$14,079	Contract Closeout	Sep-09
2006	Response Boat - Medium (RB-M)	\$9,825	See Note: 1	Sep-10
2007	Response Boat - Medium (RB-M)	\$97,241	Contract Closeout	Sep-11
2008	Response Boat - Medium (RB-M)	\$1,592,346	Remaining amount to be used for technical support contracts.	Dec-09
No Year	Vessels Other	\$476,993	Project Completed	
No Year	Deployable Pursuit Boat	\$16,800	Project Completed	
No Year	Cutter Sensor & Communications Systems	\$58,717	Project Completed	
2005	Great Lakes Ice Breaker	\$1,336	See Note 1	
	Subtotal, Vessels and Critical Infrastructure	\$4,029,055		

Grand Total	\$696,481,637
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Note 1: Balances under \$10,000 are typically generated in the contract/account closing process and are applied toward payments such as invoices generated as part of the contract closing process as required

Alteration of Bridges

Question: Summarize the status of all bridges in this program similar to the format in last year's hearing record.

ANSWER: Attached is a summary of ongoing Truman-Hobbs Bridge Alteration Projects.

Other

Question: Please detail the FY 2010 energy request versus the FY 2009 and 2008 energy obligations.

ANSWER: Volatile energy prices continue to challenge FY 2009 projections, requiring ongoing analysis as the fiscal year progresses. The Coast Guard purchases approximately 80 percent of its combined cutter, aircraft and small boat fuel through Defense Energy Support Center (DESC), the Department of Defense's bulk fuel provider. Fuel price changes that may be instated by DESC will affect the FY 2009 projected obligations.

Fiscal Year	Request/Enacted	Projected Obligations	Actual Obligations
2010	\$308.0 million		
2009 *	\$310.8 million	\$299.0 million	
2008 *	\$305.9 million		\$301.1 million

*Enacted amounts listed for Fiscal Years 2008 and 2009.

Question: Please list all areas where the Coast Guard conducted live-fire training and exercises in calendar 2009.

ANSWER: The Coast Guard conducts live fire exercises at Coast Guard, Department of Homeland Security, Department of Defense, local law enforcement and commercial facilities, as well as offshore to maintain homeland security and homeland defense operations readiness. While the Coast Guard does not centrally track all locations where live-fire exercises are conducted, the following is a list of facilities routinely used by Coast Guard units:

Coast Guard Land-Based Ranges:

Cape Cod, MA
 New London, CT
 Sandy Hook, NJ
 Cape May, NJ
 Yorktown, VA
 Portsmouth, VA
 Miami, FL

St. Louis, MO
 New Orleans, LA
 Galveston, TX
 Kodiak, AK
 Ketchikan, AK
 Seattle, WA
 Cape Disappointment, WA
 Petaluma, CA
 Honolulu, HI
 Manama, Bahrain

Department of Homeland Security Land-Based Ranges include:
 FLETC, Charleston, SC

Department of Defense Land-Based Ranges include:
 Jacksonville, FL
 Fort Rucker, AL
 Avon Park, FL
 Camp Pendleton, CA
 Fort Picket, VA
 Kodiak, AK

Department of Defense Water-Based Ranges include:
 Fort Know, KY
 Camp Lejeune, SC
 San Clemente, CA
 Jacksonville, FL
 Barking Sands, HI
 WH Range, Seattle, WA

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE HAROLD ROGERS

Admiral Thad Allan, Commandant,
United States Coast Guard
Coast Guard: Measuring Mission Needs

Unmanned Aerial Systems

Question: Please provide a detailed update on the Coast Guard's research and development of unmanned aerial systems (UAS). Please include a detailed status of work with the U.S. Navy on the development and testing of maritime UAS.

Please provide a threat assessment of the use of fully submerged maritime vehicles for the smuggling of narcotics into the United States. This assessment should include an updated report on the use of semi-submersibles and an assessment of the likelihood of fully submerged vehicles being used extensively in smuggling operations over the next five years. Finally, please provide a detailed explanation of resources available to counter these threats. Note: the answer to this question can be provided in a classified form.

ANSWER: The USCG has two ongoing R&D research efforts, one for cutter-based and one for land-based UAS. These efforts are in their pre-acquisition phase, where the Coast Guard is compiling data from tests and evaluations that will serve as the basis to move ahead with an acquisition. Through testing and evaluation, the Coast Guard is building knowledge and experience that form the basis on which operational requirements and concept of operations will be validated, thereby reducing risk in acquisition and operations.

Cutter-based UAS: This is an ongoing study using FY08 RDT&E funds which will determine requirements for the most effective UAS to operate off the National Security Cutter (NSC). This study's initial findings determine the technological and airspace constraints, perform market research, conduct modeling & simulation analysis, and plan field testing of the most viable UAS candidate. The final report and recommendations are scheduled for late March 2010.

Constraints Analysis: In December 2008 the R&D Center delivered the Constraints Analysis Report which documents the geographic areas that the NSC will operate along with mission sets associated with these geographic regions, analysis of airspace issues within those areas, and a concept of operations (CONOPs) associated with NSC shipboard UAS operations.

Market Research: The R&D Center has completed a market survey of maritime suitable UAS platforms and payloads. Data obtained from this market survey was subsequently used in conducting modeling and simulation to determine the impact of "state of the market" UAS attributes on NSC mission performance. Northrop Grumman's MQ-8B Fire Scout was evaluated as the platform and payload best suited for subsequent pre-acquisition field testing.

Dry Fit: In November 2008, a successful "Dry Fit" of a Navy MQ-8B Fire Scout UAS was performed on USCGC BERTHOLF in San Diego. This Dry Fit was conducted to validate key engineering and operational parameters identified through the Constraints Analysis. The tests, which did not involve launch and recovery from the cutter's flight deck, showed that an unmanned aircraft could be loaded, moved, and stowed in the hangar of the NSC. The Dry Fit reduces the risk in future field testing involving launch and recovery of the UAS from the NSC.

Field Testing: A field test program with the goal of validating key analyses and assumptions has been recently designed, approved, and initiated. The approach to the test program will be a three-prong effort comprising participation in the USN developmental testing to integrate the MQ-8B Fire Scout on USS MCINERNEY (FFG-8), test the Fire Scout performing Coast Guard NSC mission scenarios from a reduced-risk shore-launched location, and evaluate the feasibility for NSC Air Search Radar operators to de-conflict airspace for UAS operations in proximity to the NSC. The Coast Guard R&D Center has also leveraged opportunities to observe other government agency field demonstration of UAS systems.

Navy Status: The Coast Guard has a formal partnership with Navy Fire Scout program and has established a liaison at the Patuxent River, MD, NAVAIR PMA-266 Program Office. Significant recent milestones include completion of two successful Fire Scout developmental testing underway periods aboard USS MCINERNEY in April and May 2009. Future plans include Fire Scout operational testing in the summer of 2009.

The Navy is working with a contractor to identify and integrate a multi-mode sea search radar on Fire Scout. At the same time, the Coast Guard is participating in the development of requirements and specifications for this sensor that encompass enhancements to conventional radar technology for both mission capability and "sense and avoid" capability (for FAA airspace compliance). It is anticipated that both efforts will be complete in the Fourth quarter of FY 2010.

Land-Based UAS: In March 2008, the Coast Guard worked with Customs and Border Protection and the Air Force in a joint MQ-9 Predator-B maritime flight evaluation. The flight evaluation built knowledge and experience of land-based UAS operations in the maritime environment, including demonstration of over-the-horizon command and control, a multi-mode maritime radar, electro-optical/infrared sensors, and down-linking UAS sensor data to a surface craft.

The R&D Center, with its partners and stakeholders, is actively planning for a future (currently unfunded), more extensive land-based UAS pre-acquisition technology demonstration of land-based UAS. Current test-planning activities include:

- Determination of the test locations;
- Coordination of airspace;
- Development of a logistics plan;
- Development of a test plan.

Semi/Fully-Submerged Vessels

Question: Please provide a threat assessment of the use of fully submerged maritime vehicles for the smuggling of narcotics into the United States. This assessment should include an updated report on the use of semi-submersibles and an assessment of the likelihood of fully submerged vehicles being used extensively in smuggling operations over the next five years. Finally, please provide a detailed explanation of resources available to counter these threats. Note: the answer to this question can be provided in a classified form.

ANSWER: Classified Response.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE CIRO D. RODRIGUEZ

**Admiral Thad Allan, Commandant,
United States Coast Guard**
Coast Guard: Measuring Mission Needs

Life Jacket Standards and Regulations

Question: Admiral Allen, my congressional district is land-locked, but boating and recreational boating is a big industry in my area. Because of this, safety and safety equipment is very important to me and my constituents. I understand that there is an effort to modernize and streamline the life jacket standards and regulations for the approval and oversight of life jacket design and production. In addition, just this month the National Boating Safety Advisory Counsel (NBSAC) advised the Coast Guard to move forward on this project. This life jacket reform effort has broad support from boating groups, industry and NBSAC and I certainly support any effort to increase boaters' access to comfortable and effective life jackets.

Admiral Allen can you tell me what the Coast Guard is doing in response to the recent NBSAC recommendations? Also, has the Coast Guard planned in its budget for funding to revise the life jacket standards?

ANSWER: The NBSAC resolution adopted at the April 2009 meeting supports a two year ongoing effort by the Coast Guard, in partnership with the lifejacket manufacturing industry, to modernize, streamline, and internationally harmonize the standards for lifejacket design and production. This is a complex international undertaking. A detailed outline of the current program to adopt the ISO 12402 Standard for Wearable PFDs, including milestones and timelines, is available at: <http://www.uscg.mil/hq/cg5/cg5214/namericanstand.asp>.

These efforts are funded jointly by industry and the USCG Boating Safety Grants program. The Boating Safety Grants program has supported these efforts for the last several years with \$80,000 awarded in 2008. The lifejacket industry partners have nearly matched that amount, via a label fee based on the number of devices a company produces, to help shorten the timeline for accomplishing the multiple goals of innovative, safe, wearable, and affordable lifejackets for the recreational boater. We are continuing to work closely with a steering committee chaired by the industry to manage the timelines and priorities for this work.

To address industry concerns about the maintenance of testing standards by the laboratory performing the testing, we are in dialogue with the American Boat and Yacht Council (ABYC) with a view to their maintenance of these standards in the future fully independent of the testing laboratories.

Finally, to provide the industry with the benefits of choice and competition, we are currently working with a second testing laboratory to move forward with their application for formal recognition as an alternative to the single currently recognized lab (Underwriters Laboratories).

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE NITA LOWEY

Admiral Thad Allan, Commandant,
United States Coast Guard
Coast Guard: Measuring Mission Needs

LNG

Question: I have heard shoreside LNG facilities may triple in number over the next decade. Are you satisfied with the current scheme for protecting LNG and other EHC transits?

ANSWER: The Coast Guard is concerned about the security scheme for LNG and other selected commodities being transported on our waterways. Security resources should be allocated based on risk, focusing on the commodities' physical and chemical hazards, rather than focusing on any single commodity (e.g., LNG).

The Coast Guard is satisfied with the way stakeholders have generally embraced the concept of *shared responsibility* for LNG and other Certain Dangerous Cargos (CDC) security and have delivered risk-based layered security. Those stakeholders include:

- o The Federal government (DHS / Coast Guard)
- o State & local governments
- o LNG / EHC vessel and facility owners and operators
- o Private security firms

However, there needs to be greater clarity regarding how that shared responsibility is distributed among those stakeholders.

The Coast Guard will host a National Symposium on cargo security this fall and include representatives from all stakeholder groups. One of the Symposium's objectives will be to reach conceptual agreement on respective responsibilities.

Question: Are there any other types of vessels that worry you from a safety and security perspective?

ANSWER: The security threat posed by small vessels continues to be a primary concern. The DHS Small Vessel Security Strategy correctly focused on the potential for small vessels to be used as a:

- Waterborne IED (USS *Cole*-style)
- Platform for stand-off attack
- Conveyance for weapons (including but not limited to WMD)
- Conveyance for terrorists

The threat associated with the last two scenarios reflects a wider border security issue that was clearly demonstrated by the effectiveness of the terrorist attacks in Mumbai. Although we have no specific credible indications such an attack is being planned for the United States, it is not inconsistent for terrorists to exploit previously successful tactics in subsequent attacks.

Forfeited Leave

Question: Admiral Allen, last year you stated that Coast Guard personnel had previously forfeited more than 70,000 days of leave. Do you have an estimate as to how much leave was forfeited last year?

ANSWER: For fiscal year 2008 there were 2,391 members who forfeited a total of 17,714 days of leave.

Question: Why is there such a significant amount forfeited and what actions could Congress take to address the matter?

ANSWER: There are many factors influencing the amount of leave a service member takes in a year and we have no analysis pointing to a specific reason for the high level of forfeited leave. Generally, the opportunity for service members to take leave is dictated by the ability of the unit to meet operational demands while the member is in a leave status.

Congress' support for Coast Guard military members in the annual National Defense Authorization Act and the FY 2010 President's Budget are key actions Congress could take to help address this issue.

Fast Response Cutter

Question: In September the Coast Guard announced that it had awarded a \$1.5 billion contract to build 34 Fast Response Cutters to Bollinger Shipyards, the company that previously failed to properly modernize the 110-foot patrol boats. The contract was cancelled after the first eight ships Bollinger completed were taken out of service. What safeguards have been put into place to protect taxpayers and the Coast Guard to ensure that the FRCs are built properly?

ANSWER: Although the 110'-123' conversion project was terminated after eight conversions, the project is not indicative of the overall track record of Bollinger Shipyards. The most significant difference between the 110'-123' project and the Fast Response Cutter (FRC) project is that the FRC project involves new construction of a parent craft design, vice the lengthening of 20 year old existing patrol boats. Bollinger has successfully built more U.S. Coast Guard and U.S. Navy patrol boats over the last 30 years than all other manufacturers combined which includes: 14 new 170' Navy patrol craft; 49 new 110' Coast Guard patrol boats from a parent craft design; and 75 new 87' Coast Guard patrol boats.

The following attributes of the FRC project will significantly reduce risk and position the project for success:

- FRC is following a parent craft approach,
- Coast Guard is contracting directly with Bollinger,
- FRC requires involvement by the parent craft designer,
- Coast Guard military and civilian employees are being assigned to a Project Resident Office (PRO) at the shipbuilders facility,
- ABS class certification required,
- Clear and specific contract requirements,
- Firm fixed-price contract,
- Active, continuous involvement of Coast Guard Technical Authorities and the Sponsor,
- Regular involvement by DHS in oversight role, and
- Use of U.S. Navy resources by the project, Technical Authorities, and Sponsor, as appropriate

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Lucille Roybal-Allard

Admiral Thad Allan, Commandant,
United States Coast Guard
Coast Guard: Measuring Mission Needs

The Deteriorating Condition of the Coast Guard's High Endurance Cutters

Question: At the same time that production of National Security Cutters is plagued by delays and cost overruns, the ships they were intended to replace—the High Endurance Cutters—are rapidly deteriorating, spending less time at sea and deploying at lower levels of readiness.

How has this situation impacted the Coast Guard's ability to meet its mission requirements? What steps are you taking to manage the worsening condition of the High Endurance Cutter fleet and at what cost?

ANSWER: : The impact of the lost operational days due to unscheduled WHEC maintenance primarily impact the Counter-Drug and DOD Combatant Commander (COCOM) mission areas. The Coast Guard may have to reduce its commitments to JAITF-S for long-range surface asset support and may be less responsive to combatant commander requests for forces so that there is no adverse impact on its core missions including drug and alien migrant interdiction operations and living marine resources missions .

In the near term, \$10M in ARRA funding is being used to complete six High Endurance Cutter (HEC) engineering changes to recapitalize obsolete equipment. Additionally, the Coast Guard continues to defer maintenance on HECs and other cutter classes, based on risk, to fund the most critical HEC depot level maintenance requirements.

In the long term, the Coast Guard is still assessing the need and scope for a Maintenance Effectiveness Project (MEP) on the 378' High Endurance Cutters (WHEC) fleet.

The UN Convention on the Law of the Sea

Question: In contrast to most of our European allies, the United States still has yet to ratify the UN Convention on the Law of the Sea. This treaty—the product of 40 years of negotiations—guarantees navigational rights and freedom of passage throughout the world's oceans and provides a framework for the resolution of maritime disputes.

How would ratification of the Convention by the U.S. affect the Coast Guard's ability carry out its mission to protect the public and manage our maritime resources?

ANSWER: The Convention codifies and guarantees the rights of our military, law-enforcement vessels, and aircraft to move freely through and over the world's oceans and to operate in international water and airspace. As Party to the Convention, the United States' exercise of these vital rights on the world's oceans would be on firmer legal footing, providing greater legal certainty and stability than afforded by our current reliance on "customary international law" to address international disputes for these matters. The U.S. would also be able

to resolve most maritime disputes by means of a system of compulsory arbitration, which the United States negotiated and supported during the Convention's drafting.

Acceding to the Convention will materially improve our ability to protect U.S. interests when addressing maritime governance issues. Our status as a non-party is an obstacle we must overcome in developing virtually any new maritime instrument. For example, when we make diplomatic initiatives to potential new partners in the Proliferation Security Initiative (PSI), Container Security Initiative (CSI), bilateral counter-narcotic agreements, or other important maritime proposals, we often find our initiatives rebuffed on the basis the U.S. remains outside the Convention. This hampers our ability to advance our security goals and promote other vital interests such as specific rights to manage the economic resources and protect the marine environment in our Exclusive Economic Zones. Accession would remove these impediments.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE KEN CALVERT

Admiral Thad Allan, Commandant,
United States Coast Guard
Coast Guard: Measuring Mission Needs

Polar Cap Mission and Requirements

Question: Admiral Allen, what are some specific Coast Guard requirements for the growing and anticipated maritime, transportation and energy exploration requirements around the poles? How do the requirements differ for Antarctica and the Arctic?

Specifically, how do you view current U.S. icebreaking capabilities as it relates to the national security interests in the Arctic and how has Russia's claim to resources in the Arctic changed or affected your view on this matter?

Does the current cost-sharing arrangement with the National Science Foundation (NSF) become problematic if the need for the heavy-duty icebreakers changes to a multi-mission role in the Arctic and how does this issue affect plans for future cost-share arrangements for icebreakers?

Understanding that the FY2009 Department of Homeland Security (DHS) Appropriations Act (Division D of H.R. 2638/P.L. 110-329 of September 30, 2008) provides \$30.3 million to reactivate Polar Star for 7 to 10 years of service life, what is the preferred way to support the construction of icebreakers for the Coast Guard – new ship construction or service life extensions of older ships or the combination of the two? Do you believe there would be a benefit of funding new ship construction solely through the Coast Guard or in conjunction with the Department of Defense (DoD)?

ANSWERS: Specific Coast Guard requirements in the Arctic and Antarctica are being analyzed through the ongoing High Latitude Study. Results of the High latitude study will be provided to the Committee post completion. At a minimum, we know greater access to the the Arctic has resulted in increased human activity and international interest in exploiting the potential resources and economic opportunities offered by that access.

The Administration is assessing the overarching issues facing the Arctic, including those associated with impacts of climate change, increased human activity, new or additional information needs, and conservation of Arctic resources. This approach will necessarily include identifying any implementation issues associated with the Arctic policy signed by the previous Administration. Additionally, the Coast Guard will report out the findings of their 2009 High Latitude Study. From these activities, the Administration will better understand the role of icebreakers in the Arctic and will be able to provide guidance to address specific operational issues.

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Alien Migration and Interdiction Operations

Question: Admiral, the Coast Guard's cutter fleet is experiencing severe readiness challenges which are decreasing the amount of days the Coast Guard is able to be on the water performing counter-drug and alien migration interdiction operations. You mentioned 149 lost days due to the High Endurance Cutters GALLATIN and DALLAS being taken off-line. What is required to address these gaps in availability of assets?

ANSWER: : The projected 149 days reduced support to JIATF-South due to the loss of DALLAS and GALLATIN is being mitigated by leveraging the cutter hours previously allocated to other missions. For example, Coast Guard's District Five has reallocated patrol hours from the living marine resource mission to JIATF-South for Counter-Narcotics operations. Additionally, with the continued decline in illegal maritime migration, Coast Guard has been able to reallocate cutter hours from Alien Migrant Interdiction Operations to counter-narcotics operations.

The decline in illegal migrant numbers has facilitated this surging of forces with minimal impact on alien migration operations. The shifting of resources away from Coast Guard District Five living marine resource patrols represents a 12.7 percent reduction in planned effort for these assets, however, the Coast Guard can use smaller patrol boats and boat stations to perform living marine resource operations in District Five.

Over the long term, the Coast Guard continues to pursue the acquisition of new cutters, as well as sustainment projects for existing cutters, to help maintain the effectiveness of the fleet as new cutters are placed in service.

Airborne assets and Counter-Drug Mission

Question: Admiral, it sounds as if the Airborne Use of Force capability is a very effective tool in the counter-drug mission. Can you tell me what this capability entails? Also, does the Coast Guard have the resources required to maximize the use of this capability?

ANSWER: : The Airborne Use of Force (AUF) counter drug (CD) capability entails deploying armed MH-65C helicopters from the Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville aboard Coast Guard cutters in high threat drug trafficking areas. HITRON helicopters intercept suspect targets, use appropriate force, to include warning shots and disabling fire, to interdict vessels in accordance with the United States Coast Guard Use of Force Policy and vector in Law Enforcement teams operating small boats to the target vessel to complete a right of visit boarding.

The FY 2010 President's Budget Request provides increased AUF capacity to support an additional 450 days deployed at sea and away from home station.

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